



Attachment N

Capacity Analysis Worksheets – Full Build

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



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N-1 2023 Existing Conditions







N-1.1 Weekday AM peak hour

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Attachment N – Capacity Analysis Worksheets – Full Build**



Lanes, Volumes, Timings
 1: Hempstead Tpk & James Doolittle Blvd

Existing weekday AM peak hour
 05/23/2024







						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	1447	2021	23	0	15
Future Volume (vph)	0	1447	2021	23	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	4940	4933	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	4940	4933	0	0	1644
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Peds. (#/hr)	3			3		2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	5%	0%	0%	0%
Adj. Flow (vph)	0	1644	2297	26	0	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1644	2323	0	0	17
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	























Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 50.2% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

Existing weekday AM peak hour
 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	1447	2021	23	0	15	
Future Volume (Veh/h)	0	1447	2021	23	0	15	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	0	1644	2297	26	0	17	
Pedestrians		2			3		
Lane Width (ft)		12.0			12.0		
Walking Speed (ft/s)		3.5			3.5		
Percent Blockage		0			0		
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.73		
vC, conflicting volume	2300				2861	784	
vC1, stage 1 conf vol					2313		
vC2, stage 2 conf vol					548		
vCu, unblocked vol	2300				2266	784	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	95	
cM capacity (veh/h)	221				55	339	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	548	548	548	919	919	485	17
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	26	17
cSH	1700	1700	1700	1700	1700	1700	339
Volume to Capacity	0.32	0.32	0.32	0.54	0.54	0.29	0.05
Queue Length 95th (ft)	0	0	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	16.2
Lane LOS							C
Approach Delay (s)	0.0			0.0			16.2
Approach LOS							C
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utilization			50.2%		ICU Level of Service		A
Analysis Period (min)			15				

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	24	0	1310	317	7	428	1524	77	295	6	126	4
Future Volume (vph)	24	0	1310	317	7	428	1524	77	295	6	126	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Ped Bike Factor		1.00		0.99		1.00	1.00	0.99				
Frt				0.850			0.999	0.850		0.969	0.850	
Flt Protected		0.950				0.950			0.950	0.963		0.950
Satd. Flow (prot)	0	3385	4988	1503	0	3226	4755	1421	1586	2867	1400	1533
Flt Permitted		0.950				0.950			0.950	0.963		0.950
Satd. Flow (perm)	0	3383	4988	1485	0	3225	4755	1402	1586	2867	1400	1533
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		4		2		2		4				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	11%	0%	5%	3%	1%	7%	0%	5%	0%
Adj. Flow (vph)	28	0	1523	369	8	498	1772	90	343	7	147	5
Shared Lane Traffic (%)								10%	50%		31%	10%
Lane Group Flow (vph)	0	28	1523	369	0	506	1781	81	171	225	101	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	50	0
Future Volume (vph)	50	0
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor		
Frt		
Flt Protected	0.999	
Satd. Flow (prot)	2988	1671
Flt Permitted	0.999	
Satd. Flow (perm)	2988	1671
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	58	0
Shared Lane Traffic (%)		0%
Lane Group Flow (vph)	59	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		5.9	63.7	160.0		32.4	94.6	160.0	23.9	23.9	23.9	14.0
Actuated g/C Ratio		0.04	0.40	1.00		0.20	0.59	1.00	0.15	0.15	0.15	0.09
v/c Ratio		0.22	0.77	0.25		0.77	0.63	0.06	0.72	0.53	0.48	0.03
Control Delay		94.7	24.9	0.3		68.7	25.9	0.1	81.5	68.1	71.3	58.7
Queue Delay		0.0	0.2	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		94.7	25.1	0.3		68.7	25.9	0.1	81.5	68.1	71.3	58.7
LOS		F	C	A		E	C	A	F	E	E	E
Approach Delay			21.3				34.2			73.3		
Approach LOS			C				C			E		
Queue Length 50th (ft)		14	357	0		258	487	0	186	126	106	4
Queue Length 95th (ft)		m25	517	0		#396	666	0	#359	181	#190	15
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		486	1986	1485		653	2811	1402	236	428	209	354
Starvation Cap Reductn		0	68	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.06	0.79	0.25		0.77	0.63	0.06	0.72	0.53	0.48	0.01

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77

	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	28.1%	28.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	14.0	
Actuated g/C Ratio	0.09	
v/c Ratio	0.23	
Control Delay	66.4	
Queue Delay	0.0	
Total Delay	66.4	
LOS	E	
Approach Delay	65.9	
Approach LOS	E	
Queue Length 50th (ft)	35	
Queue Length 95th (ft)	50	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	690	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.09	

Intersection Summary

2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

05/23/2024

Intersection Signal Delay: 33.5

Intersection LOS: C

Intersection Capacity Utilization 79.1%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













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

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1 29 s	 Ø2 (R) 61 s	 Ø4 45 s	 Ø3 25 s
 Ø5 29 s	 Ø6 (R) 61 s		

Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	4	1576	36	7	57	1779	66	68	
Future Volume (vph)	4	1576	36	7	57	1779	66	68	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			1.00		1.00		
Frt		0.997					0.932		
Flt Protected					0.950		0.976		
Satd. Flow (prot)	0	4925	0	0	1805	6285	1855	0	
Flt Permitted		0.928			0.950		0.976		
Satd. Flow (perm)	0	4571	0	0	1800	6285	1854	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		4					26		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			6		6		1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Heavy Vehicles (%)	0%	5%	3%	0%	0%	4%	2%	3%	
Adj. Flow (vph)	5	1791	41	8	65	2022	75	77	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1837	0	0	73	2022	152	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		1	1	2	1		
Detector Template	Left	Thru		Left	Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	115.0	115.0		20.0	20.0	90.0	25.0		45.0
Total Split (%)	71.9%	71.9%		12.5%	12.5%	56.3%	15.6%		28%
Maximum Green (s)	108.0	108.0		13.3	13.3	83.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	2		
Act Effct Green (s)		113.3			10.4	112.7	14.9		
Actuated g/C Ratio		0.71			0.06	0.70	0.09		
v/c Ratio		0.57			0.62	0.46	0.78		
Control Delay		1.8			95.6	5.2	83.7		
Queue Delay		0.0			0.0	0.1	0.0		
Total Delay		1.8			95.6	5.2	83.7		
LOS		A			F	A	F		
Approach Delay		1.8				8.4	83.7		
Approach LOS		A				A	F		
Queue Length 50th (ft)		15			73	132	130		
Queue Length 95th (ft)		16			m128	68	205		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3236			150	4426	223		
Starvation Cap Reductn		0			0	640	0		
Spillback Cap Reductn		119			0	42	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.59			0.49	0.53	0.68		

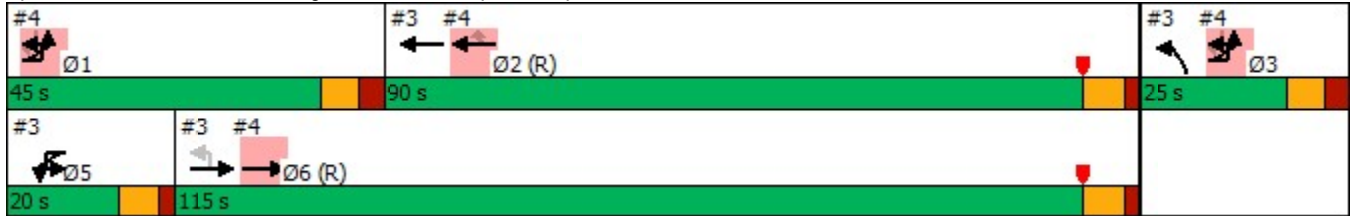
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78

Intersection Signal Delay: 8.2
 Intersection Capacity Utilization 73.3%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.













Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

Existing weekday AM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	7	19	1616	1748	101	0	8			
Future Volume (vph)	7	19	1616	1748	101	0	8			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	4893	4940	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3499	4893	4940	1639	0	2900			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	6%	5%	0%	0%	0%			
Adj. Flow (vph)	8	21	1757	1900	110	0	9			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	29	1757	1900	110	0	9			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

Lanes, Volumes, Timings
 4: Hempstead Tpke & MSK Entrance

Existing weekday AM peak hour
 05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				2	
Act Effct Green (s)		32.6	113.3	112.7	112.7		32.6			
Actuated g/C Ratio		0.20	0.71	0.70	0.70		0.20			
v/c Ratio		0.04	0.51	0.55	0.10		0.02			
Control Delay		49.4	6.4	2.7	2.1		49.4			
Queue Delay		0.0	0.0	0.0	0.8		0.0			
Total Delay		49.4	6.4	2.7	2.8		49.4			
LOS		D	A	A	A		D			
Approach Delay			7.1	2.7		49.4				
Approach LOS			A	A		D				
Queue Length 50th (ft)		13	150	34	5		4			
Queue Length 95th (ft)		m26	m163	52	m12		13			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1262	3463	3478	1154		1045			
Starvation Cap Reductn		0	0	0	824		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.51	0.55	0.33		0.01			

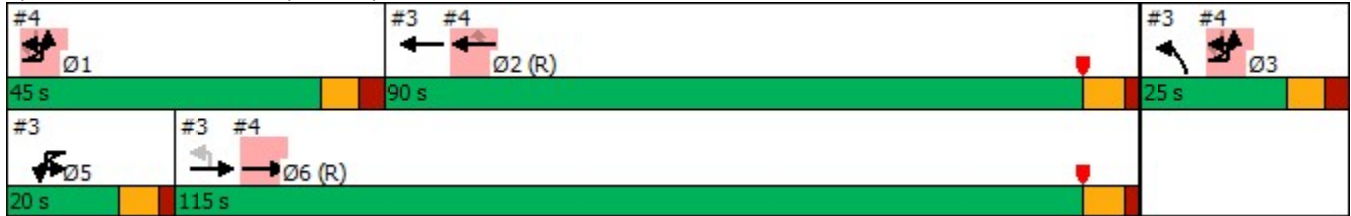
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78

Intersection Signal Delay: 4.9
 Intersection Capacity Utilization 54.4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.













Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	419	1074	51	18	191	1298	256	88	430	91	172
Future Volume (vph)	1	419	1074	51	18	191	1298	256	88	430	91	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	1.00		
Frt				0.850				0.850		0.974		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3143	4848	1322	0	3408	4893	1561	1542	3147	0	1457
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	4848	1300	0	3402	4893	1542	1533	3146	0	1457
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		1		4		4		1	7			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	7%	14%	0%	3%	6%	0%	3%	7%	7%	9%
Adj. Flow (vph)	1	436	1119	53	19	199	1352	267	92	448	95	179
Shared Lane Traffic (%)									10%			24%
Lane Group Flow (vph)	0	437	1119	53	0	218	1352	267	83	552	0	136
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	219	119
Future Volume (vph)	219	119
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.98
Frt	0.994	0.850
Flt Protected	0.992	
Satd. Flow (prot)	2851	1257
Flt Permitted	0.992	
Satd. Flow (perm)	2851	1233
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	9%	13%
Adj. Flow (vph)	228	124
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	283	112
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			2	2			0					0
Act Effct Green (s)		26.2	69.4	69.4		14.6	57.8	160.0	23.0	23.0		23.0
Actuated g/C Ratio		0.16	0.43	0.43		0.09	0.36	1.00	0.14	0.14		0.14
v/c Ratio		0.85	0.53	0.09		0.70	0.77	0.17	0.38	1.22		0.65
Control Delay		92.2	37.5	39.5		103.2	39.8	0.2	67.5	172.7		78.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		92.2	37.5	39.5		103.2	39.8	0.2	67.5	172.7		78.6
LOS		F	D	D		F	D	A	E	F		E
Approach Delay			52.4			41.6				158.9		
Approach LOS			D			D				F		
Queue Length 50th (ft)		250	214	28		124	288	0	87	~387		150
Queue Length 95th (ft)		#310	347	m70		164	495	0	152	#519		223
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		530	2102	563		532	1766	1542	221	452		300
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.82	0.53	0.09		0.41	0.77	0.17	0.38	1.22		0.45

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	23.0	23.0
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.69	0.63
Control Delay	73.7	79.8
Queue Delay	0.0	0.0
Total Delay	73.7	79.8
LOS	E	E
Approach Delay	76.2	
Approach LOS	E	
Queue Length 50th (ft)	166	123
Queue Length 95th (ft)	213	193
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	588	254
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.48	0.44
Intersection Summary		

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 65.5

Intersection LOS: E

Intersection Capacity Utilization 94.0%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.







Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke





















 Ø1 32 s	 Ø2 (R) 56 s	 Ø3 31 s	 Ø4 41 s
 Ø5 32 s	 Ø6 (R) 56 s		

Lanes, Volumes, Timings













Existing weekday AM peak hour

6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	12	0	17	0	1	18	59	985	61	3	35	493
Future Volume (vph)	12	0	17	0	1	18	59	985	61	3	35	493
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	115		285		110	
Storage Lanes	0		0	1		0	1		1		1	
Taper Length (ft)	0			0			70				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Ped Bike Factor		0.99			0.99		0.99		0.98		1.00	0.99
Frt		0.922			0.857				0.850			0.980
Flt Protected		0.979					0.950				0.950	
Satd. Flow (prot)	0	1500	0	1900	1522	0	1805	5036	1615	0	1805	4692
Flt Permitted		0.855					0.408				0.255	
Satd. Flow (perm)	0	1310	0	1900	1522	0	770	5036	1590	0	484	4692
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		82			19				82			26
Link Speed (mph)		30			30			35				35
Link Distance (ft)		391			221			1000				393
Travel Time (s)		8.9			5.0			19.5				7.7
Confl. Peds. (#/hr)							10		3		3	
Confl. Bikes (#/hr)			5			1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	23%	0%	0%	6%	0%	3%	0%	0%	0%	9%
Adj. Flow (vph)	13	0	18	0	1	19	63	1048	65	3	37	524
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	20	0	63	1048	65	0	40	605
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			30				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		32			32			32				45
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1		1	1		1	2	1	1	1	2
Detector Template	Left							Thru	Right	Left		Thru
Leading Detector (ft)	20	30		30	30		30	100	20	20	30	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		30	6	20	20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	76
Future Volume (vph)	76
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	10
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	0%
Adj. Flow (vph)	81
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2		2	6	6	
Detector Phase	4	4		8	8		5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	20.0	20.0	3.0	3.0	20.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	26.0	26.0	9.0	9.0	26.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	46.0	46.0	22.0	22.0	46.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	38.3%	38.3%	18.3%	18.3%	38.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	40.0	40.0	16.0	16.0	40.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2	0.2	3.0	3.0	0.2
Recall Mode	None	None		None	None		None	Min	Min	None	None	Min
Walk Time (s)				7.0	7.0			7.0	7.0			7.0
Flash Dont Walk (s)				38.0	38.0			26.0	26.0			26.0
Pedestrian Calls (#/hr)				1	1			0	0			0
Act Effct Green (s)		13.6			13.6		34.2	37.5	37.5		33.6	37.2
Actuated g/C Ratio		0.27			0.27		0.67	0.74	0.74		0.66	0.73
v/c Ratio		0.08			0.05		0.09	0.28	0.05		0.08	0.18
Control Delay		0.3			8.5		8.9	11.9	4.3		9.5	11.3
Queue Delay		0.0			0.0		0.0	0.0	0.0		0.0	0.0
Total Delay		0.3			8.5		8.9	11.9	4.3		9.5	11.3
LOS		A			A		A	B	A		A	B
Approach Delay		0.3			8.5			11.3				11.2
Approach LOS		A			A			B				B
Queue Length 50th (ft)		0			0		0	0	0		0	0
Queue Length 95th (ft)		0			14		49	270	23		34	149
Internal Link Dist (ft)		311			141			920				313
Turn Bay Length (ft)							115		285		110	
Base Capacity (vph)		1145			1320		938	4162	1328		848	3882
Starvation Cap Reductn		0			0		0	0	0		0	0
Spillback Cap Reductn		0			0		0	0	0		0	0
Storage Cap Reductn		0			0		0	0	0		0	0
Reduced v/c Ratio		0.03			0.02		0.07	0.25	0.05		0.05	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 50.9
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.28
 Intersection Signal Delay: 11.1
 Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary





















Intersection Capacity Utilization 46.5%

ICU Level of Service A













Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	401	3	286	2	0	41	0	1017	1	44	1	319
Future Volume (vph)	401	3	286	2	0	41	0	1017	1	44	1	319
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		0	0		0		140	
Storage Lanes	2		1	2		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor			0.99	1.00		0.99						
Frt			0.850			0.850						
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3303	1900	1524	3502	0	1538	0	6285	0	0	1805	3343
Flt Permitted	0.950			0.950							0.173	
Satd. Flow (perm)	3303	1900	1505	3495	0	1516	0	6285	0	0	329	3343
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			311			100						
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			459			581				476
Travel Time (s)		15.0			10.4			11.3				9.3
Confl. Peds. (#/hr)			1	1			9					
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	6%	0%	0%	5%	0%	4%	0%	0%	0%	8%
Adj. Flow (vph)	436	3	311	2	0	45	0	1105	1	48	1	347
Shared Lane Traffic (%)												
Lane Group Flow (vph)	436	3	311	2	0	45	0	1106	0	0	49	347
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	9
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		3						0				0
Act Effct Green (s)	19.6	11.1	68.4	12.4		12.4		29.5			35.6	35.6
Actuated g/C Ratio	0.29	0.16	1.00	0.18		0.18		0.43			0.52	0.52
v/c Ratio	0.46	0.01	0.21	0.00		0.13		0.41			0.17	0.20
Control Delay	22.9	29.7	0.3	35.0		0.7		15.7			10.6	9.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	22.9	29.7	0.3	35.0		0.7		15.7			10.6	9.7
LOS	C	C	A	C		A		B			B	A
Approach Delay		13.6			2.2			15.7				9.8
Approach LOS		B			A			B				A
Queue Length 50th (ft)	80	1	0	0		0		91			8	32
Queue Length 95th (ft)	146	9	0	4		0		192			35	92
Internal Link Dist (ft)		908			379			501				396
Turn Bay Length (ft)			700								140	
Base Capacity (vph)	2970	912	1505	1682		780		4024			1167	3221
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.15	0.00	0.21	0.00		0.06		0.27			0.04	0.11

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 68.4
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 13.7
 Intersection LOS: B

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 58.1%

ICU Level of Service B













Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	365	833	303	20	619	390	0	0	98
Future Volume (vph)	0	0	0	365	833	303	20	619	390	0	0	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								0.99				1.00
Frt					0.995	0.850						0.989
Flt Protected				0.950	0.998			0.950				
Satd. Flow (prot)	0	0	0	1564	3179	1455	0	3340	3574	0	0	3467
Flt Permitted				0.950	0.998			0.950				
Satd. Flow (perm)	0	0	0	1564	3179	1455	0	3303	3574	0	0	3467
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					3	239						5
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								6				
Confl. Bikes (#/hr)			4									
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	5%	2%	1%	0%	5%	1%	0%	0%	3%
Adj. Flow (vph)	0	0	0	468	1068	388	26	794	500	0	0	126
Shared Lane Traffic (%)				10%		10%						
Lane Group Flow (vph)	0	0	0	421	1154	349	0	820	500	0	0	136
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	8	
Future Volume (vph)	8	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	6	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.78	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	10	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				35.9	41.7	41.7		25.6	44.3			11.5
Actuated g/C Ratio				0.36	0.42	0.42		0.26	0.44			0.11
v/c Ratio				0.75	0.95	0.47		0.96	0.32			0.34
Control Delay				40.5	46.2	8.3		60.8	20.8			44.1
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				40.5	46.2	8.3		60.8	20.8			44.1
LOS				D	D	A		E	C			D
Approach Delay					38.1				45.7			44.1
Approach LOS					D				D			D
Queue Length 50th (ft)				223	369	46		236	91			37
Queue Length 95th (ft)				#523	386	75		#488	190			78
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				559	1701	1171		853	2447			1243
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.75	0.68	0.30		0.96	0.20			0.11

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 100.3
 Natural Cycle: 135
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 41.3
 Intersection LOS: D

Lane Group	SBR	Ø8
Detector 2 Extend (s)		
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Intersection Capacity Utilization 70.3%

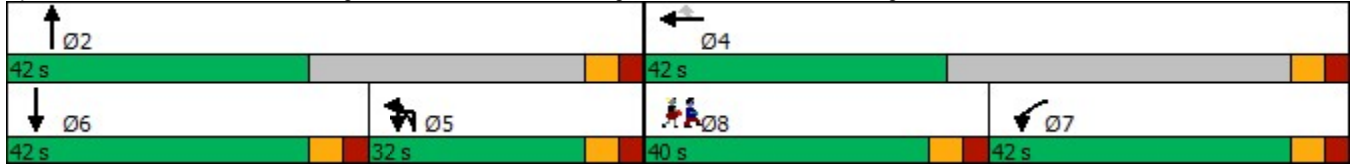
ICU Level of Service C











Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	510	24	0	1561	0	48
Future Volume (vph)	510	24	0	1561	0	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.81	0.81	1.00	0.86	1.00	0.88
Ped Bike Factor						
Frt	0.999	0.850				0.850
Flt Protected						
Satd. Flow (prot)	5749	1308	0	6408	0	2787
Flt Permitted						
Satd. Flow (perm)	5749	1308	0	6408	0	2787
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	256	
Travel Time (s)	9.8			1.9	5.8	
Confl. Peds. (#/hr)		2	2			
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	7%	0%	0%	2%	0%	2%
Adj. Flow (vph)	699	33	0	2138	0	66
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	702	30	0	2138	0	66
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 26.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	558	1476	420	0	85
Future Volume (vph)	0	558	1476	420	0	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.81	0.86	0.86	1.00	1.00
Frt			0.967			0.865
Flt Protected						
Satd. Flow (prot)	0	7259	6176	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	7259	6176	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	0%	6%	3%	0%	0%	0%
Adj. Flow (vph)	0	764	2022	575	0	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	764	2597	0	0	116
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	












Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 40.3% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	232	0	390	616	298	242
Future Volume (vph)	232	0	390	616	298	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3213	0	1787	3252	2959	1468
Flt Permitted	0.950		0.550			
Satd. Flow (perm)	3213	0	1035	3252	2959	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						272
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	9%	0%	1%	11%	22%	10%
Adj. Flow (vph)	261	0	438	692	335	272
Shared Lane Traffic (%)						
Lane Group Flow (vph)	261	0	438	692	335	272
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	10.0		34.6	34.6	20.2	20.2
Actuated g/C Ratio	0.18		0.61	0.61	0.36	0.36
v/c Ratio	0.46		0.59	0.35	0.32	0.39
Control Delay	24.4		12.1	6.2	15.6	4.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	24.4		12.1	6.2	15.6	4.5
LOS	C		B	A	B	A
Approach Delay	24.4			8.5	10.6	
Approach LOS	C			A	B	
Queue Length 50th (ft)	39		63	50	38	0
Queue Length 95th (ft)	79		126	87	89	47
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1430		1020	2490	1053	697
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.18		0.43	0.28	0.32	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 56.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 11.2
 Intersection LOS: B

Intersection Capacity Utilization 60.3%
 Analysis Period (min) 15

ICU Level of Service B

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke













Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	117	1051	330	1	94	1620	371	557	603	58	50	196
Future Volume (vph)	117	1051	330	1	94	1620	371	557	603	58	50	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00				1.00	1.00			1.00		1.00	
Frt			0.850			0.972			0.987			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1641	4988	1599	0	1613	6115	0	3400	3261	0	3127	3034
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1640	4988	1599	0	1612	6115	0	3400	3261	0	3118	3034
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	3		3		3		3			5	5	
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	4%	1%	0%	12%	3%	6%	3%	9%	10%	12%	19%
Adj. Flow (vph)	121	1084	340	1	97	1670	382	574	622	60	52	202
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	1084	340	0	98	2052	0	574	682	0	52	202
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	101
Future Volume (vph)	101
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1417
Flt Permitted	
Satd. Flow (perm)	1417
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	14%
Adj. Flow (vph)	104
Shared Lane Traffic (%)	
Lane Group Flow (vph)	104
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
 12: Merrick Ave & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	34.0	65.0		34.0	34.0	65.0		39.0	42.0		39.0	42.0
Total Split (%)	18.9%	36.1%		18.9%	18.9%	36.1%		21.7%	23.3%		21.7%	23.3%
Maximum Green (s)	26.7	58.0		26.7	26.7	58.0		32.0	34.0		32.0	34.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				2			1			1
Act Effct Green (s)	18.5	77.2	115.8		16.3	74.9		31.6	52.3		7.4	25.6
Actuated g/C Ratio	0.10	0.43	0.64		0.09	0.42		0.18	0.29		0.04	0.14
v/c Ratio	0.72	0.51	0.33		0.68	0.81		0.96	0.72		0.41	0.47
Control Delay	100.3	39.9	17.0		107.0	49.2		100.9	62.6		92.9	73.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	100.3	39.9	17.0		107.0	49.2		100.9	62.6		92.9	73.9
LOS	F	D	B		F	D		F	E		F	E
Approach Delay		39.5				51.9			80.1			69.4
Approach LOS		D				D			F			E
Queue Length 50th (ft)	141	336	169		103	659		351	395		31	118
Queue Length 95th (ft)	211	445	296		164	#794		#470	446		57	155
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	243	2138	1031		239	2544		604	946		555	573
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.50	0.51	0.33		0.41	0.81		0.95	0.72		0.09	0.35

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 106 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	51.5
Actuated g/C Ratio	0.29
v/c Ratio	0.26
Control Delay	49.1
Queue Delay	0.0
Total Delay	49.1
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	97
Queue Length 95th (ft)	135
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	469
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.22

Intersection Summary













Intersection Signal Delay: 56.1
 Intersection Capacity Utilization 85.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: Merrick Ave & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø3	 Ø4
34 s	65 s	39 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
34 s	65 s	39 s	42 s









Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	10	1057	1	3	0	2109	0	0	
Future Volume (vph)	10	1057	1	3	0	2109	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt									
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4817	0	0	1685	4868	0	0	
Flt Permitted	0.070				0.241				
Satd. Flow (perm)	124	4817	0	0	427	4868	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)									
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			9		9				
Confl. Bikes (#/hr)						1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	0%	4%	100%	0%	0%	3%	0%	0%	
Adj. Flow (vph)	11	1124	1	3	0	2244	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	11	1125	0	0	3	2244	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				CI+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

									
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø3
Detector Phase	2	2		6	6	6			
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	147.0	147.0		147.0	147.0	147.0			33.0
Total Split (%)	81.7%	81.7%		81.7%	81.7%	81.7%			18%
Maximum Green (s)	140.0	140.0		140.0	140.0	140.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									1
Act Effct Green (s)	172.0	172.0			172.0	172.0			
Actuated g/C Ratio	0.96	0.96			0.96	0.96			
v/c Ratio	0.09	0.24			0.01	0.48			
Control Delay	5.8	2.7			1.7	1.4			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	5.8	2.7			1.7	1.4			
LOS	A	A			A	A			
Approach Delay		2.8				1.4			
Approach LOS		A				A			
Queue Length 50th (ft)	0	0			0	1			
Queue Length 95th (ft)	m12	466			m1	99			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	118	4603			408	4652			
Starvation Cap Reductn	0	0			0	0			
Spillback Cap Reductn	0	0			0	0			
Storage Cap Reductn	0	0			0	0			
Reduced v/c Ratio	0.09	0.24			0.01	0.48			




Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 38 (21%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 1.9
 Intersection Capacity Utilization 46.6%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

13: Eisenhower Park Ped Entrance & Hempstead Tpke















05/23/2024

Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R)	 Ø3
147 s	33 s
 Ø6 (R)	
147 s	









Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	15	1027	16	1	5	2029	68	16
Future Volume (vph)	15	1027	16	1	5	2029	68	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			0.99		1.00	0.98
Frt		0.998						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1687	4974	0	0	1805	4988	1805	1615
Flt Permitted	0.077				0.950		0.950	
Satd. Flow (perm)	137	4974	0	0	1793	4988	1802	1590
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		3						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			5		5		1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	4%	6%	0%	0%	4%	0%	0%
Adj. Flow (vph)	16	1081	17	1	5	2136	72	17
Shared Lane Traffic (%)								
Lane Group Flow (vph)	16	1098	0	0	6	2136	72	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0

Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	124.0	124.0		20.0	20.0	144.0	36.0	36.0
Total Split (%)	68.9%	68.9%		11.1%	11.1%	80.0%	20.0%	20.0%
Maximum Green (s)	117.0	117.0		15.0	15.0	137.0	29.0	29.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							2	2
Act Effct Green (s)	148.9	148.9			5.4	151.1	14.9	14.9
Actuated g/C Ratio	0.83	0.83			0.03	0.84	0.08	0.08
v/c Ratio	0.14	0.27			0.11	0.51	0.48	0.13
Control Delay	3.2	0.3			71.5	6.1	87.6	74.3
Queue Delay	0.0	0.0			0.0	0.2	0.0	0.0
Total Delay	3.2	0.3			71.5	6.2	87.6	74.3
LOS	A	A			E	A	F	E
Approach Delay		0.4				6.4	85.1	
Approach LOS		A				A	F	
Queue Length 50th (ft)	0	1			7	115	84	19
Queue Length 95th (ft)	4	5			m11	309	131	43
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	113	4113			150	4188	290	256
Starvation Cap Reductn	0	0			0	947	0	0
Spillback Cap Reductn	0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.14	0.27			0.04	0.66	0.25	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 25 (14%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 6.5
 Intersection LOS: A

Intersection Capacity Utilization 56.5% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke



Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke













Existing weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	31	929	95	1	19	1709	605	373	271	19	114	56
Future Volume (vph)	31	929	95	1	19	1709	605	373	271	19	114	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	115		0		140		50	40		0	130	
Storage Lanes	1		0		1		1	1		0	1	
Taper Length (ft)	140				140			50			55	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97	1.00
Ped Bike Factor	1.00	1.00			1.00			1.00				1.00
Frt		0.986					0.850		0.990			0.978
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1745	4719	0	0	1579	4821	1546	3319	1772	0	3319	1691
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1744	4719	0	0	1578	4821	1546	3307	1772	0	3319	1691
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		40				40			30			35
Link Distance (ft)		639				644			381			449
Travel Time (s)		10.9				11.0			8.7			8.7
Confl. Peds. (#/hr)	3		2		2		3	3				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	1%	0%	11%	4%	1%	2%	2%	11%	2%	7%
Parking (#/hr)										0		
Adj. Flow (vph)	32	958	98	1	20	1762	624	385	279	20	118	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1056	0	0	21	1762	624	385	299	0	118	68
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		24				30			22			45
Link Offset(ft)		6				-7			-8			-30
Crosswalk Width(ft)		30				16			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2		1	2	2	0	2	2		2	2
Detector Template		Thru		Left		Thru						
Leading Detector (ft)	50	100		0	50	100	0	50	36		50	36
Trailing Detector (ft)	0	0		0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6	0	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	30	94			30	94		30	30		30	30
Detector 2 Size(ft)	20	6			20	6		20	6		20	6
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	10
Future Volume (vph)	10
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	3
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Parking (#/hr)	
Adj. Flow (vph)	10
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split	NA
Protected Phases	1	5		6	6	2	27	8	8		7	7
Permitted Phases												
Detector Phase	1	5		6	6	2	27	8	8		7	7
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0	13.0
Total Split (s)	26.0	70.0		26.0	26.0	70.0		42.0	42.0		42.0	42.0
Total Split (%)	14.4%	38.9%		14.4%	14.4%	38.9%		23.3%	23.3%		23.3%	23.3%
Maximum Green (s)	19.0	62.0		18.0	18.0	62.0		34.0	34.0		34.0	34.0
Yellow Time (s)	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	8.0			8.0	8.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0					7.0	7.0
Flash Dont Walk (s)		27.0				27.0					34.0	34.0
Pedestrian Calls (#/hr)		1				0					1	1
Act Effct Green (s)	7.8	85.6			12.9	88.8	116.9	34.7	34.7		20.1	20.1
Actuated g/C Ratio	0.04	0.48			0.07	0.49	0.65	0.19	0.19		0.11	0.11
v/c Ratio	0.43	0.47			0.19	0.74	0.62	0.60	0.88		0.32	0.36
Control Delay	69.1	33.4			79.2	41.7	23.5	70.5	95.3		73.3	76.0
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	69.1	33.4			79.2	41.7	23.5	70.5	95.3		73.3	76.0
LOS	E	C			E	D	C	E	F		E	E
Approach Delay		34.4				37.3			81.3			74.3
Approach LOS		C				D			F			E
Queue Length 50th (ft)	38	440			23	624	458	211	339		68	77
Queue Length 95th (ft)	64	524			56	804	591	278	#527		94	121
Internal Link Dist (ft)		559				564			301			369
Turn Bay Length (ft)	115				140		50	40			130	
Base Capacity (vph)	184	2244			157	2378	1123	662	353		626	319
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.17	0.47			0.13	0.74	0.56	0.58	0.85		0.19	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 14 (8%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

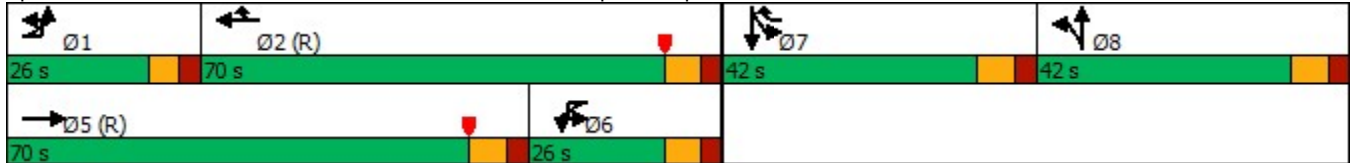
Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary



















Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 45.1
 Intersection Capacity Utilization 76.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke















Lanes, Volumes, Timings
 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

Existing weekday AM peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	121	1	155	2	23	37	1	487	1098	6	5
Future Volume (vph)	1	121	1	155	2	23	37	1	487	1098	6	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	11	12	12	12
Storage Length (ft)		0		0	0		0		420		0	105
Storage Lanes		0		2	0		0		2		0	1
Taper Length (ft)		0		0	0		0		80		0	70
Lane Util. Factor	1.00	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	1.00
Ped Bike Factor			1.00	0.98		0.99			1.00			
Frt				0.850		0.919				0.999		
Flt Protected			0.953			0.998			0.950			0.950
Satd. Flow (prot)	0	0	1591	2389	0	1728	0	0	3352	3465	0	1805
Flt Permitted			0.682			0.990			0.285			0.253
Satd. Flow (perm)	0	0	1137	2339	0	1714	0	0	1005	3465	0	481
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				158		38				1		
Link Speed (mph)			40			30				40		
Link Distance (ft)			756			287				1121		
Travel Time (s)			12.9			6.5				19.1		
Confl. Peds. (#/hr)		2					2		2			
Confl. Bikes (#/hr)				1								
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	14%	0%	19%	0%	0%	0%	0%	1%	4%	17%	0%
Adj. Flow (vph)	1	123	1	158	2	23	38	1	497	1120	6	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	125	158	0	63	0	0	498	1126	0	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left
Median Width(ft)			12			0				36		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			24			16				28		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	15
Number of Detectors	1	1	1	1	1	2		1	1	2		1
Detector Template	Left	Left			Left			Left		Thru		
Leading Detector (ft)	0	20	30	25	20	22		20	25	100		25
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Size(ft)	20	20	30	25	20	6		20	25	6		25
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						12				94		
Detector 2 Size(ft)						10				6		
Detector 2 Type						Cl+Ex				Cl+Ex		

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↓	
Traffic Volume (vph)	426	169
Future Volume (vph)	426	169
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Frt	0.957	
Flt Protected		
Satd. Flow (prot)	3177	0
Flt Permitted		
Satd. Flow (perm)	3177	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	68	
Link Speed (mph)	40	
Link Distance (ft)	822	
Travel Time (s)	14.0	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	10%	4%
Adj. Flow (vph)	435	172
Shared Lane Traffic (%)		
Lane Group Flow (vph)	607	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	32	
Link Offset(ft)	0	
Crosswalk Width(ft)	40	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm
Protected Phases			4			8		5	5	2		
Permitted Phases	4	4		4 5	8			2	2			6
Detector Phase	4	4	4	4 5	8	8		5	5	2		6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0
Minimum Split (s)	12.0	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0
Total Split (s)	31.0	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0
Total Split (%)	34.4%	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%
Maximum Green (s)	25.0	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0
Lost Time Adjust (s)			0.0			0.0			0.0	0.0		0.0
Total Lost Time (s)			6.0			6.0			5.0	6.0		6.0
Lead/Lag								Lead	Lead			Lag
Lead-Lag Optimize?								Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2
Recall Mode	None	None	None		None	None		None	None	Min		Min
Walk Time (s)	8.0	8.0	8.0		8.0	8.0						
Flash Dont Walk (s)	22.0	22.0	22.0		22.0	22.0						
Pedestrian Calls (#/hr)	1	1	1		0	0						
Act Effct Green (s)			13.7	32.3		13.7			40.8	39.7		21.1
Actuated g/C Ratio			0.21	0.49		0.21			0.62	0.60		0.32
v/c Ratio			0.53	0.13		0.16			0.45	0.54		0.03
Control Delay			31.9	1.7		12.3			8.1	10.0		22.2
Queue Delay			0.0	0.0		0.0			0.0	0.0		0.0
Total Delay			31.9	1.7		12.3			8.1	10.0		22.2
LOS			C	A		B			A	A		C
Approach Delay			15.0			12.3				9.4		
Approach LOS			B			B				A		
Queue Length 50th (ft)			43	0		8			35	108		1
Queue Length 95th (ft)			100	11		37			102	283		11
Internal Link Dist (ft)			676			207				1041		
Turn Bay Length (ft)									420			105
Base Capacity (vph)			459	1467		714			1359	2882		211
Starvation Cap Reductn			0	0		0			0	0		0
Spillback Cap Reductn			0	0		0			0	0		0
Storage Cap Reductn			0	0		0			0	0		0
Reduced v/c Ratio			0.27	0.11		0.09			0.37	0.39		0.02

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 65.8
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.57

Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	34.0	
Total Split (%)	37.8%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	21.1	
Actuated g/C Ratio	0.32	
v/c Ratio	0.57	
Control Delay	21.1	
Queue Delay	0.0	
Total Delay	21.1	
LOS	C	
Approach Delay	21.1	
Approach LOS	C	
Queue Length 50th (ft)	84	
Queue Length 95th (ft)	207	
Internal Link Dist (ft)	742	
Turn Bay Length (ft)		
Base Capacity (vph)	1434	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.42	
Intersection Summary		

Intersection Signal Delay: 12.9
 Intersection Capacity Utilization 75.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	29	1369	98	5	214	1160	127	78	52	93	21
Future Volume (vph)	2	29	1369	98	5	214	1160	127	78	52	93	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.99		0.99	0.98	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.971		0.950
Satd. Flow (prot)	0	1540	4893	1422	0	1805	4759	1492	0	1586	1478	1532
Flt Permitted		0.950				0.950				0.780		0.569
Satd. Flow (perm)	0	1538	4893	1387	0	1802	4759	1471	0	1264	1453	914
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		3		4		4		3	16		5	5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	10%	6%	6%	0%	0%	9%	1%	9%	8%	2%	10%
Adj. Flow (vph)	2	32	1521	109	6	238	1289	141	87	58	103	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	1521	109	0	244	1289	141	0	145	103	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94		35	35	35	
Detector 2 Size(ft)		20	6			20	6		20	20	20	
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	57	13
Future Volume (vph)	57	13
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.97
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1689	1396
Flt Permitted		
Satd. Flow (perm)	1689	1357
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		16
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	5%	8%
Adj. Flow (vph)	63	14
Shared Lane Traffic (%)		
Lane Group Flow (vph)	63	14
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									1	1	1	1
Act Effct Green (s)		8.8	86.7	86.7		25.3	105.8	105.8		26.0	26.0	26.0
Actuated g/C Ratio		0.06	0.54	0.54		0.16	0.66	0.66		0.16	0.16	0.16
v/c Ratio		0.40	0.57	0.15		0.86	0.41	0.15		0.71	0.44	0.16
Control Delay		92.2	15.8	14.3		99.1	4.6	4.7		79.9	63.6	54.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		92.2	15.8	14.3		99.1	4.6	4.7		79.9	63.6	54.8
LOS		F	B	B		F	A	A		E	E	D
Approach Delay			17.3				18.4			73.2		
Approach LOS			B				B			E		
Queue Length 50th (ft)		38	175	34		270	73	21		148	100	21
Queue Length 95th (ft)		m60	246	57		m#397	88	m32		198	141	44
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		240	2652	751		300	3146	972		347	399	251
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.14	0.57	0.15		0.81	0.41	0.15		0.42	0.26	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated







	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	26.0	26.0
Actuated g/C Ratio	0.16	0.16
v/c Ratio	0.23	0.06
Control Delay	56.8	51.3
Queue Delay	0.0	0.0
Total Delay	56.8	51.3
LOS	E	D
Approach Delay	55.6	
Approach LOS	E	
Queue Length 50th (ft)	59	13
Queue Length 95th (ft)	93	31
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	464	373
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.04
Intersection Summary		

Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 22.6
 Intersection Capacity Utilization 97.4%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service F

- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke

 Ø1 31 s	 Ø2 (R) 77 s	 Ø4 52 s
 Ø5 31 s	 Ø6 (R) 77 s	 Ø8 52 s

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke













Existing weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	239	1322	20	29	35	871	318	3	15	4	143	17
Future Volume (vph)	239	1322	20	29	35	871	318	3	15	4	143	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0	125	
Storage Lanes	2		1		1		1	0		0	1	
Taper Length (ft)	135				85			0			65	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95
Frt			0.850				0.850		0.975			0.887
Flt Protected	0.950				0.950				0.993		0.950	
Satd. Flow (prot)	3019	3406	1615	0	1805	3312	1524	0	1840	0	3099	1260
Flt Permitted	0.950				0.950				0.937		0.950	
Satd. Flow (perm)	3019	3406	1615	0	1805	3312	1524	0	1736	0	3099	1260
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							328					
Link Speed (mph)		40				40			30			40
Link Distance (ft)		498				580			260			400
Travel Time (s)		8.5				9.9			5.9			6.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	16%	6%	0%	0%	0%	9%	6%	0%	0%	0%	13%	6%
Adj. Flow (vph)	246	1363	21	30	36	898	328	3	15	4	147	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	246	1363	21	0	66	898	328	0	22	0	147	73
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		44				56			0			40
Link Offset(ft)		11				0			-5			-15
Crosswalk Width(ft)		48				30			30			30
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2
Detector Template		Thru	Right	Left		Thru	Right	Left				
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35		35	35
Detector 2 Size(ft)	20	6			20	6			20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4

Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	121	
Future Volume (vph)	121	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1145	
Flt Permitted		
Satd. Flow (perm)	1145	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	
Heavy Vehicles (%)	34%	
Adj. Flow (vph)	125	
Shared Lane Traffic (%)	44%	
Lane Group Flow (vph)	70	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	Perm	
Protected Phases		2

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke







Existing weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)	19.8	103.9	103.9		11.8	95.8	117.4		6.6		14.6	14.6
Actuated g/C Ratio	0.12	0.65	0.65		0.07	0.60	0.73		0.04		0.09	0.09
v/c Ratio	0.66	0.62	0.02		0.50	0.45	0.27		0.31		0.52	0.64
Control Delay	75.8	20.3	14.1		58.5	7.2	1.3		84.8		74.9	93.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	75.8	20.3	14.1		58.5	7.2	1.3		84.8		74.9	93.2
LOS	E	C	B		E	A	A		F		E	F
Approach Delay		28.6				8.4			84.8			85.3
Approach LOS		C				A			F			F
Queue Length 50th (ft)	128	462	8		71	113	4		23		77	78
Queue Length 95th (ft)	175	637	24		125	131	30		55		110	134
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	373	2210	1048		146	2009	1339		151		658	267
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0	0	0		0		0	0
Reduced v/c Ratio	0.66	0.62	0.02		0.45	0.45	0.24		0.15		0.22	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 26.0
 Intersection Capacity Utilization 69.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø3	 Ø4	 Ø7
20 s	58 s	20 s	41 s	21 s
 Ø5 (R)				
78 s				

Lane Group	SBR	Ø2
Permitted Phases	4	
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	58.0
Total Split (%)	25.6%	36%
Maximum Green (s)	34.0	51.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	14.6	
Actuated g/C Ratio	0.09	
v/c Ratio	0.67	
Control Delay	99.0	
Queue Delay	0.0	
Total Delay	99.0	
LOS	F	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	75	
Queue Length 95th (ft)	131	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	243	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.29	
Intersection Summary		













Lanes, Volumes, Timings
19: Merrick Ave & Front St

Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	304	218	105	219	157	202	1191	96	80	347	171
Future Volume (vph)	170	304	218	105	219	157	202	1191	96	80	347	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00	0.99		0.99	1.00				0.98
Frt			0.850		0.937			0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1604	1642	1409	1589	3004	0	1636	3297	0	1694	3167	1394
Flt Permitted	0.358			0.310			0.503			0.081		
Satd. Flow (perm)	604	1642	1390	518	3004	0	861	3297	0	144	3167	1364
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		101							
Link Speed (mph)		40			40			40				40
Link Distance (ft)		552			635			457				1121
Travel Time (s)		9.4			10.8			7.8				19.1
Confl. Peds. (#/hr)	1		1	1		1	5		3	3		5
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	8%	7%	6%	7%	1%	3%	4%	10%	3%	14%	12%
Parking (#/hr)									0			
Adj. Flow (vph)	175	313	225	108	226	162	208	1228	99	82	358	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	313	225	108	388	0	208	1327	0	82	358	176
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6

Lanes, Volumes, Timings
19: Merrick Ave & Front St

Existing weekday AM peak hour
05/23/2024









												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	12.0		5.0	12.0	12.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	20.0		10.0	20.0	20.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		2	2		1			0			0	0
Act Effct Green (s)	49.9	32.5	32.5	43.9	29.5		84.6	68.6		78.9	65.7	65.7
Actuated g/C Ratio	0.34	0.22	0.22	0.30	0.20		0.57	0.46		0.53	0.44	0.44
v/c Ratio	0.59	0.87	0.59	0.46	0.57		0.37	0.87		0.45	0.26	0.29
Control Delay	44.9	81.4	36.2	41.4	43.5		17.6	44.8		24.0	27.8	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	44.9	81.4	36.2	41.4	43.5		17.6	44.8		24.0	27.8	29.8
LOS	D	F	D	D	D		B	D		C	C	C
Approach Delay		58.2			43.1			41.1			27.9	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	126	299	111	74	137		97	621		35	118	113
Queue Length 95th (ft)	200	#500	218	128	201		153	#851		67	168	186
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	312	389	405	284	788		580	1562		249	1500	646
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.56	0.80	0.56	0.38	0.49		0.36	0.85		0.33	0.24	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 148.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 42.6
 Intersection Capacity Utilization 84.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 19: Merrick Ave & Front St

 Ø1	 Ø2	 Ø3	 Ø4
21 s	43 s	21 s	78 s
 Ø5	 Ø6	 Ø7	 Ø8
21 s	43 s	21 s	78 s

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	390	82	151	466	60	117	427	151	36	271	41
Future Volume (vph)	116	390	82	151	466	60	117	427	151	36	271	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.97	1.00	1.00		0.99	0.99		1.00	1.00	
Frt			0.850		0.983			0.961			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1759	1482	1656	1752	0	1770	1726	0	1752	1698	0
Flt Permitted	0.434			0.262			0.289			0.306		
Satd. Flow (perm)	796	1759	1439	455	1752	0	535	1726	0	562	1698	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								15			5	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	4		3	3		4	6		5	5		6
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	8%	9%	9%	7%	0%	2%	4%	7%	3%	9%	10%
Parking (#/hr)						0						
Adj. Flow (vph)	120	402	85	156	480	62	121	440	156	37	279	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	402	85	156	542	0	121	596	0	37	321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

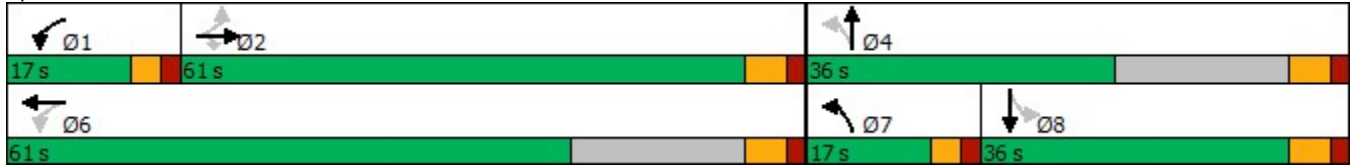
Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		18.0	18.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	2	2	2		2			1		1	1	
Act Effct Green (s)	29.5	29.5	29.5	44.6	43.5		39.2	38.1		23.6	23.6	
Actuated g/C Ratio	0.31	0.31	0.31	0.47	0.46		0.42	0.40		0.25	0.25	
v/c Ratio	0.48	0.73	0.19	0.48	0.67		0.35	0.84		0.26	0.75	
Control Delay	35.1	38.2	26.2	20.0	24.8		22.7	39.0		38.7	46.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.1	38.2	26.2	20.0	24.8		22.7	39.0		38.7	46.4	
LOS	D	D	C	C	C		C	D		D	D	
Approach Delay		35.9			23.8			36.2			45.6	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	57	211	37	52	242		44	308		18	175	
Queue Length 95th (ft)	127	363	82	102	405		104	#634		57	#357	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	487	1077	881	375	1372		387	910		187	570	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.37	0.10	0.42	0.40		0.31	0.65		0.20	0.56	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 94.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84




















Intersection Signal Delay: 33.9
 Intersection Capacity Utilization 98.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: Uniondale Ave & Front St















Lanes, Volumes, Timings
21: California Ave & Front St

Existing weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	526	14	4	519	128	27	136	12	36	28	20
Future Volume (vph)	139	526	14	4	519	128	27	136	12	36	28	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.98	
Frt		0.996			0.970			0.990			0.968	
Flt Protected	0.950			0.950				0.992			0.979	
Satd. Flow (prot)	1668	1623	0	1348	1618	0	0	1930	0	0	1825	0
Flt Permitted	0.315			0.392				0.938			0.820	
Satd. Flow (perm)	552	1623	0	555	1618	0	0	1821	0	0	1514	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	4		6	6		4	7		14	14		7
Confl. Bikes (#/hr)												3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	9%	0%	25%	7%	1%	0%	2%	17%	11%	11%	10%
Parking (#/hr)						0						
Adj. Flow (vph)	145	548	15	4	541	133	28	142	13	38	29	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	563	0	4	674	0	0	183	0	0	88	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
 21: California Ave & Front St

Existing weekday AM peak hour
 05/23/2024

Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	
Detector 2 Channel	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	NA
Protected Phases		2			6			8			4	4
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	36.0	36.0		36.0	36.0		15.5	15.5		15.5	15.5	15.5
Total Split (s)	61.0	61.0		61.0	61.0		28.5	28.5		28.5	28.5	28.5
Total Split (%)	68.2%	68.2%		68.2%	68.2%		31.8%	31.8%		31.8%	31.8%	31.8%
Maximum Green (s)	55.0	55.0		55.0	55.0		23.0	23.0		23.0	23.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	Min		Min	Min		None	None		None	None	None
Walk Time (s)							7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	12.0
Pedestrian Calls (#/hr)							2	2		1	1	1
Act Effct Green (s)	37.1	37.1		37.1	37.1			12.7			12.7	12.7
Actuated g/C Ratio	0.60	0.60		0.60	0.60			0.21			0.21	0.21
v/c Ratio	0.44	0.58		0.01	0.69			0.49			0.28	0.28
Control Delay	11.9	10.5		5.5	13.1			28.4			25.7	25.7
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	11.9	10.5		5.5	13.1			28.4			25.7	25.7
LOS	B	B		A	B			C			C	C
Approach Delay		10.8			13.1			28.4			25.7	25.7
Approach LOS		B			B			C			C	C
Queue Length 50th (ft)	23	101		0	135			53			24	24
Queue Length 95th (ft)	76	228		4	309			147			80	80
Internal Link Dist (ft)		178			181			328			459	459
Turn Bay Length (ft)	45			50								
Base Capacity (vph)	494	1453		497	1449			703			585	585
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.29	0.39		0.01	0.47			0.26			0.15	0.15

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 61.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 14.5

Intersection Capacity Utilization 86.9%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service E

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

Existing weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	60	583	0	520	687	31	2	32	331	0	22	326
Future Volume (vph)	60	583	0	520	687	31	2	32	331	0	22	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.98			1.00	1.00			0.99				1.00
Frt					0.994							0.979
Flt Protected	0.950			0.950				0.950				0.997
Satd. Flow (prot)	1671	3374	0	1570	3245	0	0	1755	1827	0	0	3313
Flt Permitted	0.362			0.222				0.375				0.780
Satd. Flow (perm)	624	3374	0	366	3245	0	0	689	1827	0	0	2592
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	35		3	3		35		9				
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	7%	0%	15%	10%	16%	0%	3%	4%	0%	14%	5%
Adj. Flow (vph)	64	620	0	553	731	33	2	34	352	0	23	347
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	620	0	553	764	0	0	36	352	0	0	431
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		20	20	30		20	6
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	57
Future Volume (vph)	57
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	9
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	9%
Adj. Flow (vph)	61
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		14.0	14.0	14.0		14.0	14.0
Total Split (s)	31.0	50.0		31.0	50.0		39.0	39.0	39.0		39.0	39.0
Total Split (%)	25.8%	41.7%		25.8%	41.7%		32.5%	32.5%	32.5%		32.5%	32.5%
Maximum Green (s)	26.0	44.0		26.0	44.0		33.0	33.0	33.0		33.0	33.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		3					1	1	1			
Act Effct Green (s)	54.2	33.6		79.5	54.9			28.5	28.5			28.5
Actuated g/C Ratio	0.45	0.28		0.66	0.46			0.24	0.24			0.24
v/c Ratio	0.14	0.66		0.85	0.52			0.22	0.81			0.70
Control Delay	10.0	53.1		35.2	27.1			30.3	48.3			47.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	6.4			0.0
Total Delay	10.0	53.1		35.2	27.1			30.3	54.7			47.5
LOS	B	D		D	C			C	D			D
Approach Delay		49.0			30.5				52.5			47.5
Approach LOS		D			C				D			D
Queue Length 50th (ft)	8	258		271	218			16	257			160
Queue Length 95th (ft)	m61	312		#636	342			25	234			200
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	541	1237		652	1503			193	513			728
Starvation Cap Reductn	0	0		0	0			0	114			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.12	0.50		0.85	0.51			0.19	0.88			0.59

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 31 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

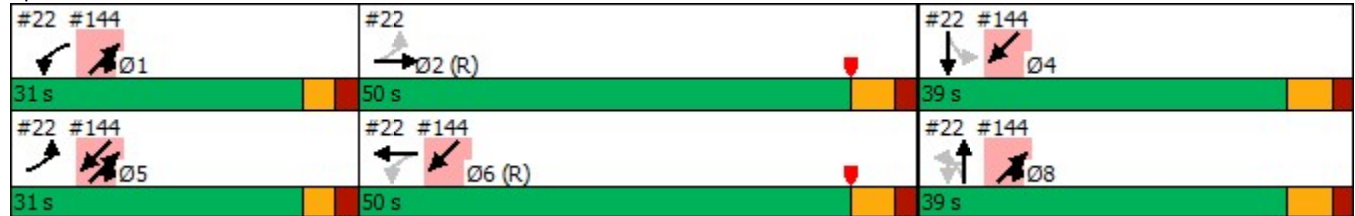
Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 40.6
Intersection Capacity Utilization 92.9%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave















Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	568	18	99	567	99	105	824	79	101	499	59
Future Volume (vph)	107	568	18	99	567	99	105	824	79	101	499	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99		0.99	1.00		1.00	0.99	
Frt		0.995			0.978			0.987			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1612	3369	0	1736	3228	0	1719	3444	0	1641	3327	0
Flt Permitted	0.159			0.238			0.331			0.140		
Satd. Flow (perm)	266	3369	0	431	3228	0	591	3444	0	241	3327	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			17			9			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	37		20	20		37	30		15	15		30
Confl. Bikes (#/hr)			1						2			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	12%	6%	22%	4%	9%	5%	5%	3%	5%	10%	6%	8%
Parking (#/hr)						0						
Adj. Flow (vph)	116	617	20	108	616	108	114	896	86	110	542	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	637	0	108	724	0	114	982	0	110	606	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

Existing weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	18.0	42.0		18.0	42.0		18.0	42.0		18.0	42.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	12.0	36.0		12.0	36.0		12.0	36.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		10			5			7			12	
Act Effct Green (s)	42.3	32.3		40.5	31.4		54.6	45.8		54.6	45.8	
Actuated g/C Ratio	0.35	0.27		0.34	0.26		0.46	0.38		0.46	0.38	
v/c Ratio	0.56	0.70		0.44	0.85		0.32	0.75		0.52	0.48	
Control Delay	33.4	43.5		17.6	38.9		20.3	37.7		26.8	30.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.4	43.5		17.6	38.9		20.3	37.7		26.8	30.8	
LOS	C	D		B	D		C	D		C	C	
Approach Delay		42.0			36.2			35.9			30.2	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	57	230		63	288		47	345		45	184	
Queue Length 95th (ft)	91	287		34	364		89	#523		86	269	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	232	1014		286	980		397	1318		256	1275	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.50	0.63		0.38	0.74		0.29	0.75		0.43	0.48	

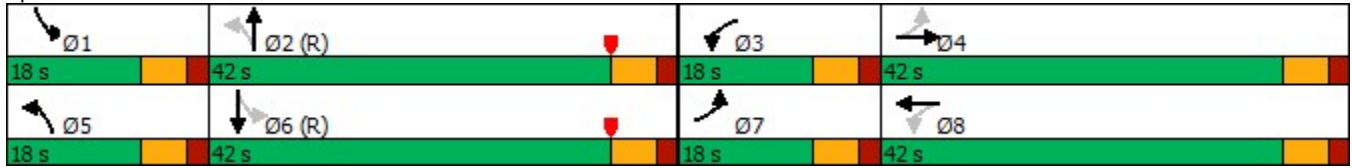
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 36.1
 Intersection Capacity Utilization 79.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Intersection LOS: D
 ICU Level of Service D

Queue shown is maximum after two cycles.













Splits and Phases: 23: Clinton St & Fulton Ave



Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	558	145	37	472	34	99	925	34	66	512	85
Future Volume (vph)	109	558	145	37	472	34	99	925	34	66	512	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98		0.96		1.00		0.99	1.00		0.98	0.99	
Frt			0.850		0.991			0.995			0.979	
Flt Protected	0.950				0.997		0.950			0.950		
Satd. Flow (prot)	1421	3282	1455	0	3094	0	1562	3330	0	1547	3091	0
Flt Permitted	0.258				0.866		0.300			0.258		
Satd. Flow (perm)	378	3282	1397	0	2686	0	489	3330	0	413	3091	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	36		23	23		36	25		59	59		25
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	27%	10%	11%	8%	11%	15%	4%	4%	3%	5%	7%	27%
Parking (#/hr)						0						
Adj. Flow (vph)	114	581	151	39	492	35	103	964	35	69	533	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	581	151	0	566	0	103	999	0	69	622	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		8	8		20			8		12		12
Act Effct Green (s)	35.7	33.7	33.7		23.2		46.3	44.3		35.3		35.3
Actuated g/C Ratio	0.40	0.37	0.37		0.26		0.51	0.49		0.39		0.39
v/c Ratio	0.47	0.47	0.29		0.82		0.31	0.61		0.43		0.51
Control Delay	22.5	22.1	19.8		42.2		16.2	20.2		36.3		25.7
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	22.5	22.1	19.8		42.2		16.2	20.2		36.3		25.7
LOS	C	C	B		D		B	C		D		C
Approach Delay		21.8			42.2			19.8				26.8
Approach LOS		C			D			B				C
Queue Length 50th (ft)	38	119	54		156		32	227		31		155
Queue Length 95th (ft)	77	172	104		#245		58	281		78		207
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	253	1266	539		730		348	1730		173		1293
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	0.45	0.46	0.28		0.78		0.30	0.58		0.40		0.48

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 12 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 25.8
 Intersection Capacity Utilization 93.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 24: N Franklin St & Fulton Ave















Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave

Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	608	29	5	272	491	278	0	702	230	129	489
Future Volume (vph)	0	608	29	5	272	491	278	0	702	230	129	489
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.98		1.00		1.00	1.00
Frt		0.993					0.850		0.963			0.992
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3430	0	0	1728	3505	1794	0	3135	0	1593	3033
Flt Permitted					0.950						0.125	
Satd. Flow (perm)	0	3430	0	0	1727	3505	1764	0	3135	0	209	3033
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		5					30		50			9
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	4		1		1		4	20		6	6	
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	2%	0%	4%	0%	2%	6%
Adj. Flow (vph)	0	668	32	5	299	540	305	0	771	253	142	537
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	700	0	0	304	540	305	0	1024	0	142	569
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	29
Future Volume (vph)	29
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	20
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	7%
Adj. Flow (vph)	32
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		7				2			0			1
Act Effct Green (s)		22.4			10.2	38.1	47.0		26.5		40.9	40.9
Actuated g/C Ratio		0.25			0.11	0.42	0.52		0.29		0.45	0.45
v/c Ratio		0.82			1.55	0.36	0.33		1.07		0.61	0.41
Control Delay		40.3			304.3	18.9	9.8		80.0		40.8	17.0
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		40.3			304.3	18.9	9.8		80.0		40.8	17.0
LOS		D			F	B	A		F		D	B
Approach Delay		40.3				92.0			80.0			21.8
Approach LOS		D				F			F			C
Queue Length 50th (ft)		190			~277	108	71		~332		46	106
Queue Length 95th (ft)		259			#436	153	117		#458		89	145
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		906			196	1483	970		958		260	1437
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		0.77			1.55	0.36	0.31		1.07		0.55	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 53 (59%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

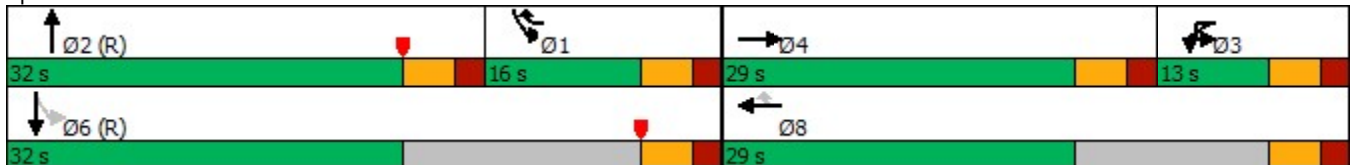
Intersection Summary

Maximum v/c Ratio: 1.55
 Intersection Signal Delay: 64.5
 Intersection Capacity Utilization 85.5%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service E

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














Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

Existing weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	808	197	230	825	239	280	495	123	101	307	46
Future Volume (vph)	126	808	197	230	825	239	280	495	123	101	307	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.98			0.96	0.99	0.99		0.99	1.00	
Frt			0.850			0.850		0.970			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1586	3292	1446	1532	3355	1473	1616	3187	0	1532	3209	0
Flt Permitted	0.277			0.166			0.270			0.229		
Satd. Flow (perm)	463	3292	1415	268	3355	1416	457	3187	0	366	3209	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								19			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	12		4	4		12	7		23	23		7
Confl. Bikes (#/hr)									3			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	6%	8%	10%	4%	6%	8%	6%	2%	10%	7%	2%
Parking (#/hr)												0
Adj. Flow (vph)	133	851	207	242	868	252	295	521	129	106	323	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	851	207	242	868	252	295	650	0	106	371	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							









Lane Group													
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Detector 2 Type	Cl+Ex				Cl+Ex								
Detector 2 Channel													
Detector 2 Extend (s)	0.0				0.0								
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		
Protected Phases	5	2	3	1	6	7	3	8		7	4		
Permitted Phases	2		2	6		6	8			4			
Detector Phase	5	2	3	1	6	7	3	8		7	4		
Switch Phase													
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0		
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0		
Total Split (s)	26.0	56.0	26.0	26.0	56.0	26.0	26.0	52.0		26.0	52.0		
Total Split (%)	16.3%	35.0%	16.3%	16.3%	35.0%	16.3%	16.3%	32.5%		16.3%	32.5%		
Maximum Green (s)	20.0	50.0	20.0	20.0	50.0	20.0	20.0	46.0		20.0	46.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0		
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None		
Walk Time (s)		1.0			1.0			7.0			7.0		
Flash Dont Walk (s)		20.0			20.0			25.0			25.0		
Pedestrian Calls (#/hr)		2			8			1			4		
Act Effct Green (s)	71.8	60.1	83.4	91.7	74.1	86.4	55.6	37.8		39.2	26.9		
Actuated g/C Ratio	0.45	0.38	0.52	0.57	0.46	0.54	0.35	0.24		0.24	0.17		
v/c Ratio	0.46	0.69	0.28	0.68	0.56	0.33	0.90	0.85		0.59	0.68		
Control Delay	24.7	47.5	21.6	32.1	35.3	20.9	71.7	67.2		49.1	66.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Delay	24.7	47.5	21.6	32.1	35.3	20.9	71.7	67.2		49.1	66.2		
LOS	C	D	C	C	D	C	E	E		D	E		
Approach Delay		40.4			32.0			68.6			62.4		
Approach LOS		D			C			E			E		
Queue Length 50th (ft)	63	405	106	125	340	129	244	333		77	195		
Queue Length 95th (ft)	119	523	194	#261	505	230	#334	388		112	218		
Internal Link Dist (ft)		352			371			415			449		
Turn Bay Length (ft)	95		275	390		120	350			125			
Base Capacity (vph)	372	1236	742	356	1553	839	327	929		253	929		
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0		
Reduced v/c Ratio	0.36	0.69	0.28	0.68	0.56	0.30	0.90	0.70		0.42	0.40		

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 149 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80

















































Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 46.9
 Intersection Capacity Utilization 84.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	56 s	26 s	52 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
26 s	56 s	26 s	52 s













Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

Existing weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  	  	  	  	  	  	  	  	  	  	  
Traffic Volume (vph)	149	1156	33	173	1773	334	38	359	307	235	476	181
Future Volume (vph)	149	1156	33	173	1773	334	38	359	307	235	476	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235	300		0
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	85			110			130			75		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00		0.98	1.00		0.98	0.99		0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	5036	1482	3400	6346	1455	1597	3282	1583	3127	3195	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3366	5036	1463	3399	6346	1429	1596	3282	1549	3109	3195	1532
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30				30
Link Distance (ft)		566			700			662				581
Travel Time (s)		12.9			11.9			15.0				13.2
Confl. Peds. (#/hr)	4		1	1		4	1		8	8		1
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	3%	9%	3%	3%	11%	13%	10%	2%	12%	13%	4%
Adj. Flow (vph)	155	1204	34	180	1847	348	40	374	320	245	496	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	1204	34	180	1847	348	40	374	320	245	496	189
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

Existing weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	custom
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			Free			6 7			8			4 5
Detector Phase	5	2		1	6	6 7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		11.0	16.0	9.0	9.0	16.0	
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0	
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%	
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	7.0			7.0			7.0			7.0	
Flash Dont Walk (s)	7.0	28.0			28.0			33.0			33.0	
Pedestrian Calls (#/hr)	0	0			3			0			1	
Act Effct Green (s)	11.7	82.5	160.0	12.9	83.7	106.6	8.4	24.7	36.6	16.9	34.3	52.1
Actuated g/C Ratio	0.07	0.52	1.00	0.08	0.52	0.67	0.05	0.15	0.23	0.11	0.21	0.33
v/c Ratio	0.63	0.46	0.02	0.66	0.56	0.37	0.48	0.74	0.69	0.74	0.72	0.38
Control Delay	83.2	26.9	0.0	96.4	20.4	5.3	91.5	73.3	34.6	83.0	65.0	43.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	26.9	0.0	96.4	20.4	5.3	91.5	73.3	34.6	83.0	65.0	43.2
LOS	F	C	A	F	C	A	F	E	C	F	E	D
Approach Delay		32.5			23.9			57.4			65.3	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	82	287	0	102	160	51	42	199	164	130	261	156
Queue Length 95th (ft)	120	398	0	145	283	36	83	247	249	174	310	207
Internal Link Dist (ft)		486			620			582			501	
Turn Bay Length (ft)	375		245	250			95		235	300		
Base Capacity (vph)	441	2597	1463	288	3318	1059	159	861	473	566	1078	587
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.46	0.02	0.63	0.56	0.33	0.25	0.43	0.68	0.43	0.46	0.32

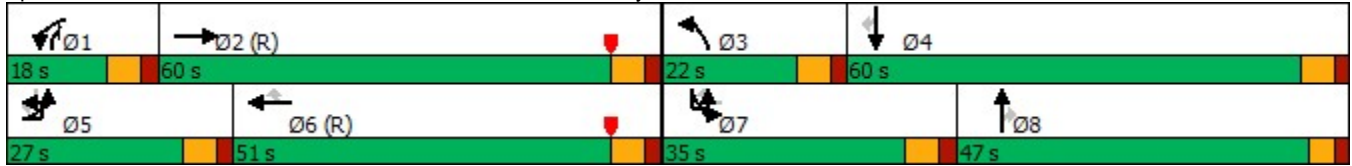
Intersection Summary




























Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 100 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74

Intersection Signal Delay: 37.7
 Intersection Capacity Utilization 75.4%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D













Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 				 	
Traffic Volume (vph)	30	430	103	163	1027	101	130	122	72	78	171	33
Future Volume (vph)	30	430	103	163	1027	101	130	122	72	78	171	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			0.99	1.00			1.00		0.98		1.00	
Frt			0.850		0.987				0.850		0.982	
Flt Protected	0.950			0.950			0.950				0.986	
Satd. Flow (prot)	1805	4893	1442	1687	4884	0	3433	1863	1468	0	3446	0
Flt Permitted	0.210			0.449			0.950				0.986	
Satd. Flow (perm)	399	4893	1422	797	4884	0	3422	1863	1444	0	3442	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			106		11				74			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)			1	1			3		3	3		3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	6%	12%	7%	5%	3%	2%	2%	10%	0%	2%	0%
Adj. Flow (vph)	31	443	106	168	1059	104	134	126	74	80	176	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	443	106	168	1163	0	134	126	74	0	290	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

Existing weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		1	1				0	0				
Act Effct Green (s)	94.0	87.5	87.5	104.7	95.1		17.1	17.1	29.0		19.6	
Actuated g/C Ratio	0.59	0.55	0.55	0.65	0.59		0.11	0.11	0.18		0.12	
v/c Ratio	0.11	0.17	0.13	0.29	0.40		0.37	0.63	0.23		0.69	
Control Delay	12.9	19.7	4.3	17.3	22.2		68.2	82.1	10.3		75.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	12.9	19.7	4.3	17.3	22.2		68.2	82.1	10.3		75.8	
LOS	B	B	A	B	C		E	F	B		E	
Approach Delay		16.5			21.5			60.6			75.8	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	11	82	0	56	184		68	128	0		155	
Queue Length 95th (ft)	29	127	36	152	320		100	196	41		203	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	437	2674	825	635	2906		836	454	394		455	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.07	0.17	0.13	0.26	0.40		0.16	0.28	0.19		0.64	

Intersection Summary







Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 21 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 31.7
 Intersection LOS: C

Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

Existing weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	464	77	530	1074	38	118	363	581	64	379	101
Future Volume (vph)	68	464	77	530	1074	38	118	363	581	64	379	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00			0.99	0.99	0.99	1.00		0.97
Frt		0.979			0.995			0.934	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4717	0	3242	3423	0	1597	3010	1386	1626	3312	1442
Flt Permitted	0.950			0.950			0.314			0.127		
Satd. Flow (perm)	1736	4717	0	3235	3423	0	523	3010	1367	217	3312	1397
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					2			120	256			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)			2	2			14		3	3		14
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	7%	10%	8%	5%	3%	13%	7%	6%	11%	9%	12%
Adj. Flow (vph)	69	473	79	541	1096	39	120	370	593	65	387	103
Shared Lane Traffic (%)									49%			
Lane Group Flow (vph)	69	552	0	541	1135	0	120	661	302	65	387	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	33.0	57.0		33.0	57.0		22.0	48.0	33.0	22.0	48.0	33.0
Total Split (%)	20.6%	35.6%		20.6%	35.6%		13.8%	30.0%	20.6%	13.8%	30.0%	20.6%
Maximum Green (s)	27.0	51.0		27.0	51.0		16.0	42.0	27.0	16.0	42.0	27.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		5			1						0	
Act Effct Green (s)	10.8	59.7		31.8	80.7		48.2	35.2	67.0	40.8	31.5	42.3
Actuated g/C Ratio	0.07	0.37		0.20	0.50		0.30	0.22	0.42	0.26	0.20	0.26
v/c Ratio	0.59	0.31		0.84	0.66		0.49	0.88	0.42	0.48	0.59	0.28
Control Delay	123.0	31.0		73.8	33.9		45.6	61.9	6.3	48.4	61.6	41.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.0	31.0		73.8	33.9		45.6	61.9	6.3	48.4	61.6	41.9
LOS	F	C		E	C		D	E	A	D	E	D
Approach Delay		41.2			46.8			44.6			56.4	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	76	163		279	454		93	310	28	49	196	82
Queue Length 95th (ft)	m131	215		#405	654		133	367	95	78	236	118
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	292	1760		643	1728		270	885	724	204	869	518
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.31		0.84	0.66		0.44	0.75	0.42	0.32	0.45	0.20

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 9 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88

Intersection Signal Delay: 46.6
 Intersection Capacity Utilization 85.2%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
33 s	57 s	22 s	48 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
33 s	57 s	22 s	48 s

Lanes, Volumes, Timings
30: Merrick Ave & Stewart Ave/Park Blvd

Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	461	129	149	19	670	119	217	550	4	87	495	350
Future Volume (vph)	461	129	149	19	670	119	217	550	4	87	495	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor			0.99	1.00				1.00		1.00		
Frt			0.850		0.977			0.999			0.976	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3539	1482	1805	3482	0	1612	3194	0	1694	3021	1353
Flt Permitted	0.950			0.950			0.183			0.358		
Satd. Flow (perm)	3335	3539	1461	1802	3482	0	310	3194	0	637	3021	1353
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			152									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)			1	1					5	5		
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	2%	9%	0%	1%	3%	12%	13%	0%	3%	13%	5%
Adj. Flow (vph)	470	132	152	19	684	121	221	561	4	89	505	357
Shared Lane Traffic (%)												27%
Lane Group Flow (vph)	470	132	152	19	805	0	221	565	0	89	601	261
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	22.3	55.1	70.4	6.0	32.2		51.1	36.8		40.7	31.1	59.5
Actuated g/C Ratio	0.18	0.45	0.58	0.05	0.26		0.42	0.30		0.33	0.25	0.49
v/c Ratio	0.77	0.08	0.17	0.22	0.88		0.79	0.59		0.31	0.78	0.40
Control Delay	58.5	22.1	2.8	66.9	56.1		45.7	40.1		26.2	51.2	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	58.5	22.1	2.8	66.9	56.1		45.7	40.1		26.2	51.2	22.3
LOS	E	C	A	E	E		D	D		C	D	C
Approach Delay		40.9			56.4			41.6			40.9	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	192	28	0	16	333		123	210		45	257	148
Queue Length 95th (ft)	270	63	33	44	#487		#230	285		82	335	221
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	723	1595	919	316	1016		292	1083		379	1007	704
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.65	0.08	0.17	0.06	0.79		0.76	0.52		0.23	0.60	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 122.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88























Intersection Signal Delay: 44.9
 Intersection Capacity Utilization 83.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd

 Ø1	 Ø2	 Ø3	 Ø4
20 s	46 s	26 s	41 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	46 s	31 s	41 s













Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

Existing weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	427	74	99	882	107	33	52	51	255	392	1242
Future Volume (vph)	209	427	74	99	882	107	33	52	51	255	392	1242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor									0.99	1.00	1.00	
Frt		0.978			0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.995	
Satd. Flow (prot)	1597	6112	0	1752	4869	0	1570	1792	1615	1480	3372	2760
Flt Permitted	0.165			0.433			0.950			0.950	0.995	
Satd. Flow (perm)	277	6112	0	799	4869	0	1570	1792	1593	1478	3371	2760
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			15				70			698
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	4%	8%	3%	2%	28%	15%	6%	0%	11%	1%	3%
Adj. Flow (vph)	220	449	78	104	928	113	35	55	54	268	413	1307
Shared Lane Traffic (%)										18%		
Lane Group Flow (vph)	220	527	0	104	1041	0	35	55	54	220	461	1307
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

Existing weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	85.9	71.6		64.5	56.3		10.8	10.8	17.5	28.1	28.1	57.7
Actuated g/C Ratio	0.61	0.51		0.46	0.40		0.08	0.08	0.12	0.20	0.20	0.41
v/c Ratio	0.56	0.17		0.25	0.53		0.29	0.40	0.21	0.74	0.68	0.84
Control Delay	21.7	19.7		17.7	36.1		66.1	69.2	5.0	67.1	56.5	21.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.7	19.7		17.7	36.1		66.1	69.2	5.0	67.1	56.5	21.2
LOS	C	B		B	D		E	E	A	E	E	C
Approach Delay		20.3			34.4			44.4			34.5	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	89	70		39	270		31	49	0	209	217	310
Queue Length 95th (ft)	182	112		83	374		66	93	14	289	256	365
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	398	3142		546	1966		336	384	369	336	766	1556
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.17		0.19	0.53		0.10	0.14	0.15	0.65	0.60	0.84

Intersection Summary

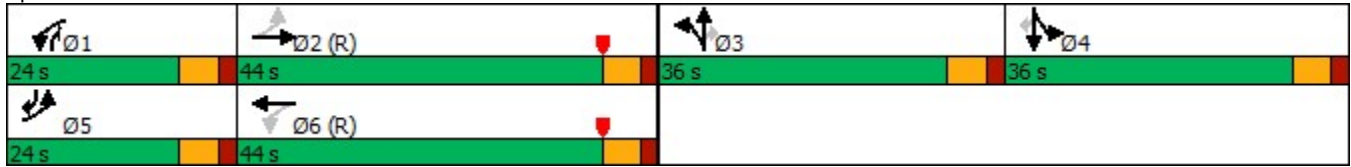
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 32.2

Intersection LOS: C

Intersection Capacity Utilization 99.1%
 Analysis Period (min) 15

ICU Level of Service F

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave















Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

Existing weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	66	616	139	299	1219	118	190	276	287	1	85	295
Future Volume (vph)	66	616	139	299	1219	118	190	276	287	1	85	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0	200		0		200	
Storage Lanes	1		0	2		0	1		2		1	
Taper Length (ft)	75			75			75				75	
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	1.00	0.95	0.88	0.95	1.00	0.95
Ped Bike Factor	1.00	1.00			1.00		1.00		0.98		1.00	
Frt		0.972			0.987				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1703	4831	0	3072	5017	0	1626	3505	2515	0	1736	3374
Flt Permitted	0.950			0.950			0.319				0.567	
Satd. Flow (perm)	1702	4831	0	3072	5017	0	545	3505	2477	0	1034	3374
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		36			11				315			
Link Speed (mph)		40			40			45				30
Link Distance (ft)		670			780			367				590
Travel Time (s)		11.4			13.3			5.6				13.4
Confl. Peds. (#/hr)	2					2	2		3		3	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	3%	9%	14%	2%	1%	11%	3%	13%	0%	4%	7%
Adj. Flow (vph)	73	677	153	329	1340	130	209	303	315	1	93	324
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	830	0	329	1470	0	209	303	315	0	94	324
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		30			24			24				16
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		60			22			24				22
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left	Left	
Leading Detector (ft)	40	40		40	40		40	40	40	20	40	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		40	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA
Protected Phases	5	2		1	6		3	8	1	7	7	4
Permitted Phases							8		8	4	4	
Detector Phase	5	2		1	6		3	8	1	7	7	4

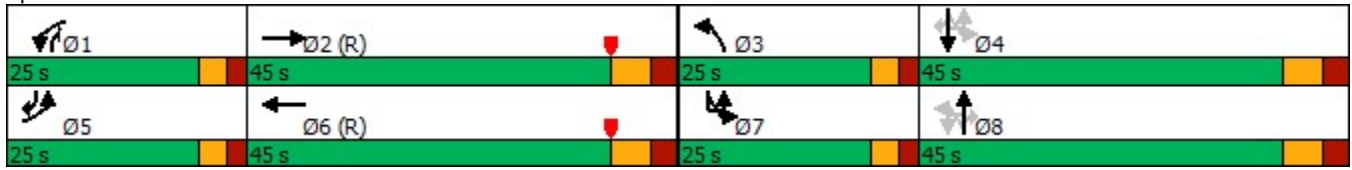
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	54
Future Volume (vph)	54
Ideal Flow (vphpl)	1900
Storage Length (ft)	270
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1553
Flt Permitted	
Satd. Flow (perm)	1532
Right Turn on Red	Yes
Satd. Flow (RTOR)	70
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	4%
Adj. Flow (vph)	59
Shared Lane Traffic (%)	
Lane Group Flow (vph)	59
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4
Detector Phase	5

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Switch Phase												
Minimum Initial (s)	5.0	32.0		5.0	32.0		5.0	12.0	5.0	5.0	5.0	12.0
Minimum Split (s)	10.0	39.0		10.0	39.0		10.0	19.0	10.0	10.0	10.0	19.0
Total Split (s)	25.0	45.0		25.0	45.0		25.0	45.0	25.0	25.0	25.0	45.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		17.9%	32.1%	17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	20.0	38.0		20.0	38.0		20.0	38.0	20.0	20.0	20.0	38.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	3.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	3.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	7.0	5.0		5.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	4.0	3.0	3.0	3.0	4.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)								7.0				
Flash Dont Walk (s)								30.0				
Pedestrian Calls (#/hr)								0				
Act Effct Green (s)	11.3	57.5		20.5	66.7		44.9	27.2	49.7		32.5	19.7
Actuated g/C Ratio	0.08	0.41		0.15	0.48		0.32	0.19	0.36		0.23	0.14
v/c Ratio	0.53	0.41		0.73	0.61		0.66	0.45	0.29		0.32	0.68
Control Delay	74.9	30.2		66.6	29.6		46.7	51.5	3.0		36.2	64.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	74.9	30.2		66.6	29.6		46.7	51.5	3.0		36.2	64.5
LOS	E	C		E	C		D	D	A		D	E
Approach Delay		33.8			36.4			31.8				51.7
Approach LOS		C			D			C				D
Queue Length 50th (ft)	65	189		150	361		145	127	0		60	150
Queue Length 95th (ft)	115	260		194	469		208	172	29		100	195
Internal Link Dist (ft)		590			700			287				510
Turn Bay Length (ft)	180			350			200				200	
Base Capacity (vph)	243	2006		480	2396		329	951	1109		406	915
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.30	0.41		0.69	0.61		0.64	0.32	0.28		0.23	0.35

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 36.7
 Intersection Capacity Utilization 75.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



Lane Group	SBR
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	10.0
Total Split (s)	25.0
Total Split (%)	17.9%
Maximum Green (s)	20.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	33.0
Actuated g/C Ratio	0.24
v/c Ratio	0.14
Control Delay	5.9
Queue Delay	0.0
Total Delay	5.9
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	25
Internal Link Dist (ft)	
Turn Bay Length (ft)	270
Base Capacity (vph)	508
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.12
Intersection Summary	

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave













Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	1057	19	199	1018	53	28	518	309	61	414	155
Future Volume (vph)	134	1057	19	199	1018	53	28	518	309	61	414	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.997			0.993			0.946			0.963	
Flt Protected	0.950			0.950				0.998			0.995	
Satd. Flow (prot)	1805	5117	0	3303	3512	0	0	3182	0	0	3102	0
Flt Permitted	0.950			0.950				0.856			0.597	
Satd. Flow (perm)	1805	5117	0	3303	3512	0	0	2729	0	0	1861	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	5%	6%	1%	23%	14%	8%	5%	23%	13%	3%
Adj. Flow (vph)	140	1101	20	207	1060	55	29	540	322	64	431	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	1121	0	207	1115	0	0	891	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

Existing weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	14.9	49.0		13.0	50.1			46.2			46.2	
Actuated g/C Ratio	0.11	0.36		0.10	0.37			0.34			0.34	
v/c Ratio	0.71	0.61		0.66	0.86			0.96			1.04	
Control Delay	78.1	37.5		69.8	48.2			66.4			90.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	78.1	37.5		69.8	48.2			66.4			90.5	
LOS	E	D		E	D			E			F	
Approach Delay		42.0			51.6			66.4			90.5	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	121	295		92	477			405			~328	
Queue Length 95th (ft)	194	359		137	#621			#584			#481	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	292	1889		534	1369			925			631	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.48	0.59		0.39	0.81			0.96			1.04	

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 136.1
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 58.1
 Intersection Capacity Utilization 112.8%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: E
 ICU Level of Service H

Lane Group Ø3

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 1.0

Minimum Split (s) 33.0

Total Split (s) 30.0

Total Split (%) 17%

Maximum Green (s) 25.0

Yellow Time (s) 3.0

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag Lead

Lead-Lag Optimize? Yes

Vehicle Extension (s) 1.0

Recall Mode None

Walk Time (s) 10.0

Flash Dont Walk (s) 18.0

Pedestrian Calls (#/hr) 0

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

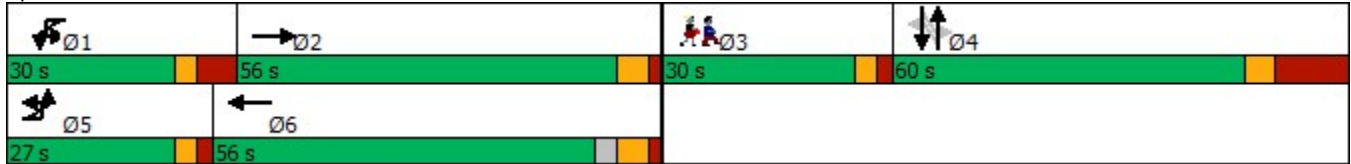
Storage Cap Reductn







Reduced v/c Ratio

Intersection Summary

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	319	202	270	202	155	468
Future Volume (vph)	319	202	270	202	155	468
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor		0.99	1.00			0.98
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3505	1371	3019	1541	3273	2584
Flt Permitted			0.548		0.950	
Satd. Flow (perm)	3505	1354	1740	1541	3273	2529
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		215				498
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Confl. Peds. (#/hr)		1	1			
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	6%	16%	11%	7%	10%
Parking (#/hr)		0		0		
Adj. Flow (vph)	339	215	287	215	165	498
Shared Lane Traffic (%)						
Lane Group Flow (vph)	339	215	287	215	165	498
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

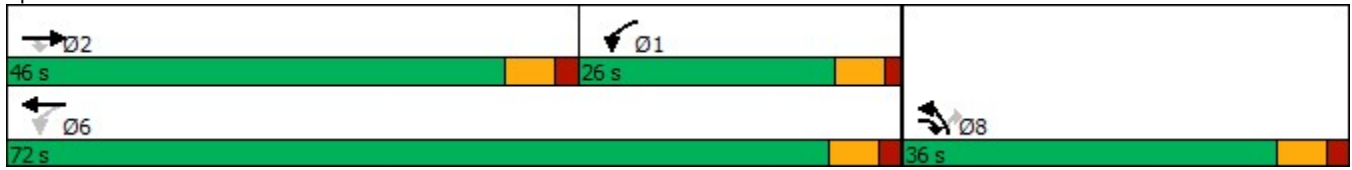
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	9.5	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.4	23.9	24.0	23.5	11.5	11.5
Actuated g/C Ratio	0.26	0.51	0.51	0.50	0.24	0.24
v/c Ratio	0.37	0.27	0.28	0.28	0.21	0.50
Control Delay	16.0	1.6	8.3	8.7	14.6	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	1.6	8.3	8.7	14.6	3.8
LOS	B	A	A	A	B	A
Approach Delay	10.4			8.5	6.5	
Approach LOS	B			A	A	
Queue Length 50th (ft)	38	0	18	30	18	0
Queue Length 95th (ft)	74	14	41	75	37	30
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	3089	984	2005	1541	2099	1801
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.22	0.14	0.14	0.08	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 47
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 8.3
 Intersection Capacity Utilization 39.8%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

Existing weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	491	160	119	1	13	30	11	133	193	4	4	107
Future Volume (vph)	491	160	119	1	13	30	11	133	193	4	4	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor			0.99	1.00				1.00				
Frt			0.850		0.894				0.997			
Flt Protected	0.950	0.971		0.950				0.950				0.950
Satd. Flow (prot)	1521	3109	1568	902	2565	0	0	1805	4976	0	0	1646
Flt Permitted	0.476	0.738						0.514				0.619
Satd. Flow (perm)	762	2363	1545	949	2565	0	0	975	4976	0	0	1073
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			123		31				3			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)			2	2				2				
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	8%	3%	100%	23%	27%	0%	0%	4%	0%	0%	10%
Adj. Flow (vph)	506	165	123	1	13	31	11	137	199	4	4	110
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	253	418	123	1	44	0	0	148	203	0	0	114
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	281	341
Future Volume (vph)	281	341
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1380
Flt Permitted		
Satd. Flow (perm)	3438	1359
Right Turn on Red		Yes
Satd. Flow (RTOR)		352
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	5%	17%
Adj. Flow (vph)	290	352
Shared Lane Traffic (%)		
Lane Group Flow (vph)	290	352
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

Existing weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	11.0	16.0	16.0	12.0	12.0		10.0	10.0	16.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)	22.9	21.8	21.8	6.5	6.5			22.7	15.2			21.0
Actuated g/C Ratio	0.38	0.37	0.37	0.11	0.11			0.38	0.25			0.35
v/c Ratio	0.51	0.40	0.19	0.01	0.14			0.31	0.16			0.25
Control Delay	17.5	14.9	3.8	30.0	17.0			14.2	21.7			13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	17.5	14.9	3.8	30.0	17.0			14.2	21.7			13.9
LOS	B	B	A	C	B			B	C			B
Approach Delay		14.0			17.3				18.5			
Approach LOS		B			B				B			
Queue Length 50th (ft)	68	55	0	0	2			34	23			26
Queue Length 95th (ft)	147	103	28	5	17			78	47			63
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	594	2179	1319	414	1137			645	3476			620
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.43	0.19	0.09	0.00	0.04			0.23	0.06			0.18

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 59.7
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 14.5
 Intersection LOS: B

	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	6.0
Minimum Split (s)	16.0	11.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	12.2	29.5
Actuated g/C Ratio	0.20	0.49
v/c Ratio	0.41	0.41
Control Delay	24.8	2.7
Queue Delay	0.0	0.0
Total Delay	24.8	2.7
LOS	C	A
Approach Delay	12.9	
Approach LOS	B	
Queue Length 50th (ft)	51	0
Queue Length 95th (ft)	99	35
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	2401	934
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.12	0.38

Intersection Summary

Intersection Capacity Utilization 51.7%
 Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



Lanes, Volumes, Timings
 36: Charles Lindbergh Blvd & Meadow St/Drwy

Existing weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	98	305	16	37	0	0	0	0	22	525	446
Future Volume (vph)	0	98	305	16	37	0	0	0	0	22	525	446
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor			0.98	0.99						0.99		0.99
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1673	1487	1925	1597	0	0	0	0	1546	4848	1422
Flt Permitted				0.686						0.950		
Satd. Flow (perm)	0	1673	1452	1376	1597	0	0	0	0	1524	4848	1401
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			201									501
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)	2		10	10		2	2		7	7		2
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	6%	5%	0%	19%	0%	0%	0%	0%	9%	7%	6%
Adj. Flow (vph)	0	110	343	18	42	0	0	0	0	25	590	501
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	343	18	42	0	0	0	0	25	590	501
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0

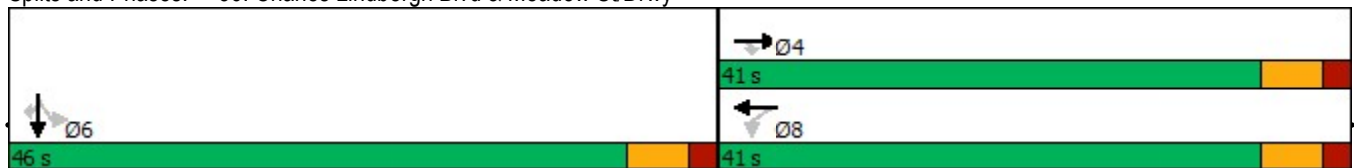
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	2	2					1	1	1
Act Effct Green (s)		12.5	12.5	12.5	12.5					29.5	29.5	29.5
Actuated g/C Ratio		0.23	0.23	0.23	0.23					0.54	0.54	0.54
v/c Ratio		0.29	0.70	0.06	0.11					0.03	0.23	0.51
Control Delay		20.0	17.1	17.8	18.1					7.4	7.3	3.0
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		20.0	17.1	17.8	18.1					7.4	7.3	3.0
LOS		B	B	B	B					A	A	A
Approach Delay		17.8			18.0						5.4	
Approach LOS		B			B						A	
Queue Length 50th (ft)		25	34	4	9					3	28	0
Queue Length 95th (ft)		74	129	20	35					16	68	40
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		1118	1037	919	1067					1164	3703	1188
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.10	0.33	0.02	0.04					0.02	0.16	0.42

Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 54.5
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 9.3
 Intersection Capacity Utilization 62.4%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy



Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

									Ø1	Ø6
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR		
Lane Configurations	↑↑↑	↔		↔	↑↑↑	↔		↔		
Traffic Volume (vph)	1012	19	24	238	2298	340	3	0		
Future Volume (vph)	1012	19	24	238	2298	340	3	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	9	11	11	11	12		
Storage Length (ft)		55		150		205		0		
Storage Lanes		1		2		1		1		
Taper Length (ft)				85						
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.88	1.00	1.00		
Ped Bike Factor		0.94		0.99						
Frt		0.850				0.850				
Flt Protected				0.950						
Satd. Flow (prot)	4821	1561	0	3001	4964	2618	0	1900		
Flt Permitted				0.950						
Satd. Flow (perm)	4821	1470	0	2974	4964	2618	0	1900		
Right Turn on Red			No				No	Yes		
Satd. Flow (RTOR)										
Link Speed (mph)	40				40					
Link Distance (ft)	625				576					
Travel Time (s)	10.7				9.8					
Confl. Peds. (#/hr)		16		16				4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Heavy Vehicles (%)	4%	0%	0%	5%	1%	5%	0%	0%		
Adj. Flow (vph)	1043	20	25	245	2369	351	3	0		
Shared Lane Traffic (%)										
Lane Group Flow (vph)	1043	45	0	245	2369	354	0	0		
Enter Blocked Intersection	No	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	R NA		
Median Width(ft)	18				18					
Link Offset(ft)	0				0					
Crosswalk Width(ft)	16				16					
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.00		
Turning Speed (mph)		9	9	15		9	9	9		
Number of Detectors	0	0		2	0	2		0		
Detector Template										
Leading Detector (ft)	0	0		50	0	50		0		
Trailing Detector (ft)	0	0		0	0	0		0		
Detector 1 Position(ft)	0	0		0	0	0		0		
Detector 1 Size(ft)	0	0		20	0	20		0		
Detector 1 Type				Cl+Ex		Cl+Ex				
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0		
Detector 2 Position(ft)				30		30				
Detector 2 Size(ft)				20		20				
Detector 2 Type				Cl+Ex		Cl+Ex				
Detector 2 Channel										

Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR	Ø1	Ø6
Detector 2 Extend (s)				0.0		0.0				
Turn Type	NA	Perm		Prot	NA	pt+ov		Perm		
Protected Phases	2			14	16	14			1	6
Permitted Phases		2						4		
Detector Phase	2	2		14	16	14		4		
Switch Phase										
Minimum Initial (s)	10.0	10.0						10.0	3.0	10.0
Minimum Split (s)	17.0	17.0						17.6	10.6	17.0
Total Split (s)	106.0	106.0						46.0	28.0	134.0
Total Split (%)	58.9%	58.9%						25.6%	16%	74%
Maximum Green (s)	99.0	99.0						38.4	20.4	127.0
Yellow Time (s)	4.0	4.0						3.5	3.5	4.0
All-Red Time (s)	3.0	3.0						4.1	4.1	3.0
Lost Time Adjust (s)	0.0	0.0						0.0		
Total Lost Time (s)	7.0	7.0						7.6		
Lead/Lag	Lag	Lag							Lead	
Lead-Lag Optimize?	Yes	Yes							Yes	
Vehicle Extension (s)	0.2	0.2						3.0	3.0	0.2
Recall Mode	C-Max	C-Max						None	None	C-Max
Walk Time (s)	7.0	7.0						7.0		
Flash Dont Walk (s)	30.0	30.0						31.0		
Pedestrian Calls (#/hr)	1	1						0		
Act Effct Green (s)	99.0	99.0		66.4	141.1	66.4				
Actuated g/C Ratio	0.55	0.55		0.37	0.78	0.37				
v/c Ratio	0.39	0.06		0.22	0.61	0.37				
Control Delay	23.8	19.1		42.7	5.9	42.8				
Queue Delay	0.0	0.0		0.0	9.1	0.0				
Total Delay	23.8	19.1		42.7	15.1	42.8				
LOS	C	B		D	B	D				
Approach Delay	23.6				17.7					
Approach LOS	C				B					
Queue Length 50th (ft)	254	24		89	33	173				
Queue Length 95th (ft)	289	47		m95	m842	226				
Internal Link Dist (ft)	545				496					
Turn Bay Length (ft)		55		150		205				
Base Capacity (vph)	2651	808		1107	3890	965				
Starvation Cap Reductn	0	0		0	1513	0				
Spillback Cap Reductn	0	0		0	0	0				
Storage Cap Reductn	0	0		0	0	0				
Reduced v/c Ratio	0.39	0.06		0.22	1.00	0.37				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 101 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61

Intersection Signal Delay: 21.4
 Intersection Capacity Utilization 68.3%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke















Lanes, Volumes, Timings
 45: 3rd St/Carmen Ave & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	471	917	21	7	1835	77	90	133	0	125	85	484
Future Volume (vph)	471	917	21	7	1835	77	90	133	0	125	85	484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	1.00		0.98			0.99	0.97	0.95
Frt		0.997			0.994						0.894	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3030	4751	0	1745	4881	0	1728	1722	0	1711	1447	1440
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3028	4751	0	1732	4881	0	1686	1722	0	1688	1447	1371
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	4		10	10		4	25		11	11		25
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	4%	5%	10%	0%	2%	3%	1%	3%	0%	2%	7%	3%
Adj. Flow (vph)	476	926	21	7	1854	78	91	134	0	126	86	489
Shared Lane Traffic (%)												43%
Lane Group Flow (vph)	476	947	0	7	1932	0	91	134	0	126	296	279
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
 45: 3rd St/Carmen Ave & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	38.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	40.0	91.0		23.0	74.0		26.0	26.0		40.0	40.0	40.0
Total Split (%)	22.2%	50.6%		12.8%	41.1%		14.4%	14.4%		22.2%	22.2%	22.2%
Maximum Green (s)	34.0	85.0		17.0	68.0		20.0	20.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		8			4		3	3		1	1	
Act Effct Green (s)	31.3	103.4		7.6	70.7		17.2	17.2		36.8	36.8	68.1
Actuated g/C Ratio	0.17	0.57		0.04	0.39		0.10	0.10		0.20	0.20	0.38
v/c Ratio	0.90	0.35		0.10	1.01		0.55	0.82		0.36	1.00	0.53
Control Delay	96.6	37.9		63.7	59.5		89.9	113.6		66.0	121.4	43.8
Queue Delay	0.0	0.4		0.0	34.8		0.0	0.0		0.0	0.0	0.0
Total Delay	96.6	38.3		63.7	94.3		89.9	113.6		66.0	121.4	43.8
LOS	F	D		E	F		F	F		E	F	D
Approach Delay		57.8			94.2			104.0			80.5	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	297	285		8	~892		104	157		131	~395	252
Queue Length 95th (ft)	#361	369		m11	#995		169	#248		205	#628	353
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	572	2729		164	1916		192	191		349	295	551
Starvation Cap Reductn	0	1129		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	170		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.83	0.59		0.04	1.11		0.47	0.70		0.36	1.00	0.51

Intersection Summary

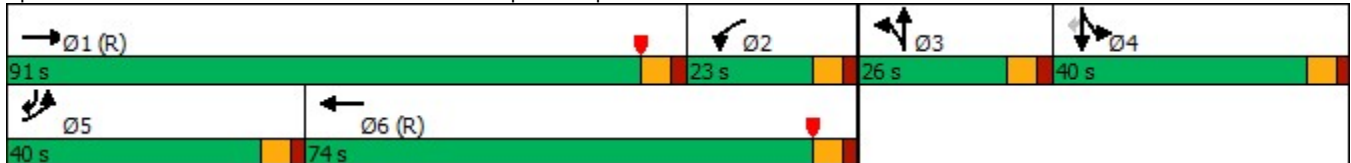
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 172 (96%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01

Intersection Signal Delay: 80.4
 Intersection Capacity Utilization 100.0%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service F

































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

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

Existing weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (vph)	241	920	96	94	1690	62	176	482	200	116	230	221
Future Volume (vph)	241	920	96	94	1690	62	176	482	200	116	230	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99					0.98
Frt		0.986			0.995				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3054	4745	0	3120	4836	0	3204	3323	1516	3083	3172	1358
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3053	4745	0	3111	4836	0	3181	3323	1516	3083	3172	1329
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	4		6	6		4	7					7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	4%	4%	1%	3%	6%	2%	5%	3%	6%	10%	7%
Adj. Flow (vph)	265	1011	105	103	1857	68	193	530	220	127	253	243
Shared Lane Traffic (%)												
Lane Group Flow (vph)	265	1116	0	103	1925	0	193	530	220	127	253	243
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

Existing weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	33.0	71.0		33.0	71.0		33.0	43.0	33.0	33.0	43.0	33.0
Total Split (%)	18.3%	39.4%		18.3%	39.4%		18.3%	23.9%	18.3%	18.3%	23.9%	18.3%
Maximum Green (s)	26.0	63.0		26.0	63.0		26.0	35.0	26.0	26.0	35.0	26.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		2			0			2			1	
Act Effct Green (s)	19.9	95.1		10.3	85.5		23.5	31.9	43.3	12.6	21.0	41.9
Actuated g/C Ratio	0.11	0.53		0.06	0.48		0.13	0.18	0.24	0.07	0.12	0.23
v/c Ratio	0.78	0.45		0.58	0.84		0.46	0.90	0.60	0.59	0.68	0.78
Control Delay	94.0	28.1		95.0	46.1		76.4	91.4	48.0	91.6	85.1	57.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.0	28.1		95.0	46.1		76.4	91.4	48.0	91.6	85.1	57.2
LOS	F	C		F	D		E	F	D	F	F	E
Approach Delay		40.7			48.6			78.2			75.5	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	159	294		62	723		108	324	186	76	155	193
Queue Length 95th (ft)	208	388		96	#969		160	394	232	111	188	232
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	441	2507		450	2297		467	646	496	445	616	358
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.45		0.23	0.84		0.41	0.82	0.44	0.29	0.41	0.68

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90

Intersection Signal Delay: 55.4
 Intersection Capacity Utilization 83.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



	↑	↖	↙	↓	↘	↗	Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations	↑↑		↖↙	↑↑		↗↘	
Traffic Volume (vph)	719	17	320	310	0	758	
Future Volume (vph)	719	17	320	310	0	758	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor							
Frt	0.996					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3309	0	2971	3008	0	2733	
Flt Permitted			0.950				
Satd. Flow (perm)	3309	0	2971	3008	0	2733	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						9	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)					1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	5%	6%	10%	12%	0%	4%	
Adj. Flow (vph)	749	18	333	323	0	790	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	767	0	333	323	0	790	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	20.1		46.5	20.4		46.5	
Actuated g/C Ratio	0.26		0.59	0.26		0.59	
v/c Ratio	0.91		0.19	0.42		0.49	
Control Delay	46.0		7.5	25.5		10.2	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	46.0		7.5	25.5		10.2	
LOS	D		A	C		B	
Approach Delay	46.0			16.4	10.2		
Approach LOS	D			B	B		
Queue Length 50th (ft)	190		35	68		112	
Queue Length 95th (ft)	#341		52	104		155	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	845		2136	1345		1967	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.91		0.16	0.24		0.40	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 78.6
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 24.4
 Intersection Capacity Utilization 56.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 47: Merrick Ave & Bellmore Ave















Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	250	29	215	278	38	26	661	183	21	355	105
Future Volume (vph)	129	250	29	215	278	38	26	661	183	21	355	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				1.00			0.98			0.99	
Frt		0.984			0.982			0.967			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3195	0	1604	3250	0	1745	3228	0	1586	3068	0
Flt Permitted	0.556			0.577			0.450			0.208		
Satd. Flow (perm)	932	3195	0	974	3250	0	827	3228	0	347	3068	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			27			52			56	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)	1					1	1		3	3		1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	8%	3%	5%	6%	0%	0%	6%	7%	10%	9%	9%
Adj. Flow (vph)	132	255	30	219	284	39	27	674	187	21	362	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	285	0	219	323	0	27	861	0	21	469	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

Existing weekday AM peak hour
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0		20.0
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0		36.0
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%		45.6%
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0		6.0
Lead/Lag				Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2		0.2
Recall Mode	Max	Max		None			Max	Max		Max		Max
Walk Time (s)	8.0	8.0					1.0	1.0		1.0		1.0
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0		0.0
Pedestrian Calls (#/hr)	1	1					0	0		0		0
Act Effct Green (s)	26.0	26.0		36.8	40.8		30.0	30.0		30.0		30.0
Actuated g/C Ratio	0.32	0.32		0.46	0.50		0.37	0.37		0.37		0.37
v/c Ratio	0.44	0.27		0.43	0.20		0.09	0.70		0.16		0.40
Control Delay	27.8	20.3		14.5	10.3		18.1	24.0		21.6		17.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	27.8	20.3		14.5	10.3		18.1	24.0		21.6		17.8
LOS	C	C		B	B		B	C		C		B
Approach Delay		22.7			12.0			23.9				17.9
Approach LOS		C			B			C				B
Queue Length 50th (ft)	53	53		60	40		9	183		7		80
Queue Length 95th (ft)	107	85		103	63		27	251		25		121
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	300	1039		536	1606		307	1232		128		1175
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.44	0.27		0.41	0.20		0.09	0.70		0.16		0.40

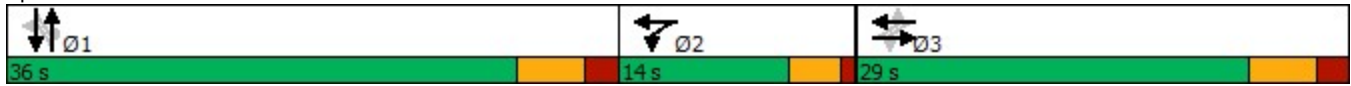
Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 80.8
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 19.7
 Intersection LOS: B

Intersection Capacity Utilization 57.8%
Analysis Period (min) 15

ICU Level of Service B

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd



Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

Existing weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	9	236	129	8	47	338	410	52	43	284	721	103
Future Volume (vph)	9	236	129	8	47	338	410	52	43	284	721	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99				1.00	1.00			1.00	1.00	
Frt		0.945					0.983				0.981	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1518	3102	0	0	0	1599	3266	0	0	1666	3302	0
Flt Permitted	0.470					0.439				0.285		
Satd. Flow (perm)	750	3102	0	0	0	737	3266	0	0	500	3302	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	1		1	1	1	1		1		1		1
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	11%	11%	6%	0%	6%	1%	5%	4%	2%	1%	3%	7%
Adj. Flow (vph)	10	254	139	9	51	363	441	56	46	305	775	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	402	0	0	0	414	497	0	0	351	886	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	3 4		1	1	1 2	
Permitted Phases	4				3 4	3 4			1 2	1 2		

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	29	278	200	2
Future Volume (vph)	29	278	200	2
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Frt		0.937		
Flt Protected	0.950			
Satd. Flow (prot)	1574	3095	0	0
Flt Permitted	0.321			
Satd. Flow (perm)	532	3095	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	1		1	1
Confl. Bikes (#/hr)				
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	8%	1%	0%
Adj. Flow (vph)	31	299	215	2
Shared Lane Traffic (%)				
Lane Group Flow (vph)	31	516	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			

Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave





Existing weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Detector Phase	4	4			3	3	3 4		1	1	1 2	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	16.3	16.3				36.8	41.9			30.2	35.2	
Actuated g/C Ratio	0.19	0.19				0.42	0.48			0.35	0.40	
v/c Ratio	0.07	0.69				0.84	0.32			1.01	0.66	
Control Delay	30.0	39.7				32.8	14.2			77.2	25.2	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	30.0	39.7				32.8	14.2			77.2	25.2	
LOS	C	D				C	B			E	C	
Approach Delay		39.5					22.6				39.9	
Approach LOS		D					C				D	
Queue Length 50th (ft)	5	111				151	83			~154	211	
Queue Length 95th (ft)	18	159				#243	115			#353	311	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	259	1074				522	2058			348	1333	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.04	0.37				0.79	0.24			1.01	0.66	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 87.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 39.8
 Intersection Capacity Utilization 109.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service H

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

Lane Group	 SBL	 SBT	 SBR	 SBR2
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	0	0		
Act Effct Green (s)	15.1	15.1		
Actuated g/C Ratio	0.17	0.17		
v/c Ratio	0.34	0.96		
Control Delay	45.7	69.3		
Queue Delay	0.0	0.0		
Total Delay	45.7	69.3		
LOS	D	E		
Approach Delay		68.0		
Approach LOS		E		
Queue Length 50th (ft)	16	153		
Queue Length 95th (ft)	47	#283		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	92	535		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.34	0.96		
Intersection Summary				

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













Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave



Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	525	58	77	686	111	110	393	38	127	299	56
Future Volume (vph)	117	525	58	77	686	111	110	393	38	127	299	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.985			0.979			0.987			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1560	3214	0	1604	3207	0	1620	1766	0	1546	1705	0
Flt Permitted	0.157			0.356			0.381			0.198		
Satd. Flow (perm)	257	3214	0	598	3207	0	647	1766	0	321	1705	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			19			5			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	5		6	6		5	7		11	11		7
Confl. Bikes (#/hr)			1			2			3			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	6%	12%	5%	7%	0%	4%	6%	5%	9%	9%	5%
Adj. Flow (vph)	119	536	59	79	700	113	112	401	39	130	305	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	595	0	79	813	0	112	440	0	130	362	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

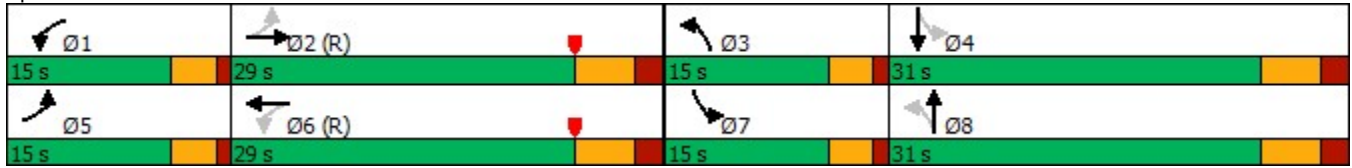
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	14.0		7.0	14.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		2			4			2			2	
Act Effct Green (s)	40.2	30.9		36.9	27.8		34.9	24.8		37.3	27.6	
Actuated g/C Ratio	0.45	0.34		0.41	0.31		0.39	0.28		0.41	0.31	
v/c Ratio	0.50	0.54		0.24	0.81		0.33	0.90		0.51	0.69	
Control Delay	22.5	27.4		16.7	37.5		17.2	54.2		22.0	35.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.5	27.4		16.7	37.5		17.2	54.2		22.0	35.3	
LOS	C	C		B	D		B	D		C	D	
Approach Delay		26.6			35.7			46.7			31.8	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	39	148		25	227		35	230		42	173	
Queue Length 95th (ft)	74	214		52	#363		67	#413		76	#311	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	277	1110		391	1003		389	506		286	528	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.54		0.20	0.81		0.29	0.87		0.45	0.69	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 56 (62%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 34.8
 Intersection Capacity Utilization 75.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave















Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	583	64	17	620	172	144	303	14	248	225	16
Future Volume (vph)	19	583	64	17	620	172	144	303	14	248	225	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.97	1.00				1.00	
Frt		0.986				0.850		0.993			0.990	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3173	0	1745	3261	1422	1604	1757	0	1589	1715	0
Flt Permitted		0.924		0.249			0.603			0.272		
Satd. Flow (perm)	0	2935	0	457	3261	1382	1017	1757	0	455	1715	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		12						2			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	4					4	2					2
Confl. Bikes (#/hr)						3						1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	26%	8%	6%	0%	7%	6%	5%	4%	0%	6%	5%	19%
Adj. Flow (vph)	20	607	67	18	646	179	150	316	15	258	234	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	694	0	18	646	179	150	331	0	258	251	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

Existing weekday AM peak hour
05/23/2024

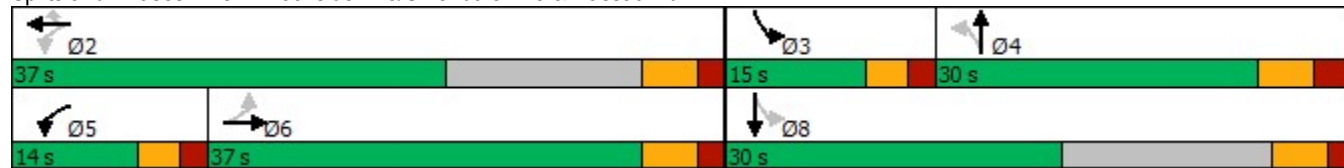
Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	1	1			0	0						
Act Effct Green (s)		31.4		36.6	35.6	35.6	19.4	19.4		36.6	35.6	
Actuated g/C Ratio		0.38		0.44	0.43	0.43	0.23	0.23		0.44	0.43	
v/c Ratio		0.62		0.06	0.46	0.30	0.64	0.81		0.77	0.34	
Control Delay		25.5		14.1	18.5	17.7	43.1	47.3		34.9	18.1	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		25.5		14.1	18.5	17.7	43.1	47.3		34.9	18.1	
LOS		C		B	B	B	D	D		C	B	
Approach Delay		25.5			18.2			46.0			26.6	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		138		5	125	61	65	149		77	74	
Queue Length 95th (ft)		253		17	178	112	148	#312		#217	160	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1112		341	1782	755	284	492		337	814	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.62		0.05	0.36	0.24	0.53	0.67		0.77	0.31	


















Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 83.3
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 27.2
 Intersection Capacity Utilization 77.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

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

Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		  	  			 	
Traffic Volume (vph)	325	975	1139	53	7	27	266
Future Volume (vph)	325	975	1139	53	7	27	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Frt			0.993			0.880	0.850
Flt Protected	0.950					0.990	
Satd. Flow (prot)	1636	4746	4858	0	0	2900	1353
Flt Permitted	0.167					0.990	
Satd. Flow (perm)	288	4746	4858	0	0	2900	1353
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			7			139	3
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	2%	2%	13%	0%	19%	5%
Adj. Flow (vph)	339	1016	1186	55	7	28	277
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	339	1016	1241	0	0	174	138
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2
Permitted Phases	12				3		3
Detector Phase	2	12	1		3	3	2

Lanes, Volumes, Timings
 52: Stewart Ave & Ring Rd West (Roosevelt Field)

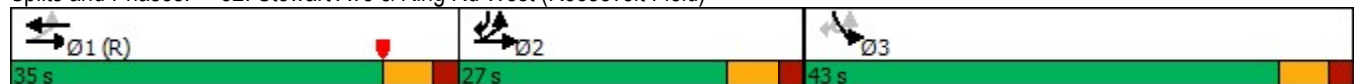
Existing weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	76.9	82.9	53.0			10.1	40.0
Actuated g/C Ratio	0.73	0.79	0.50			0.10	0.38
v/c Ratio	0.66	0.27	0.51			0.43	0.27
Control Delay	25.7	3.2	18.4			15.9	23.0
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	25.7	3.2	18.4			15.9	23.0
LOS	C	A	B			B	C
Approach Delay		8.8	18.4			19.0	
Approach LOS		A	B			B	
Queue Length 50th (ft)	87	52	208			11	63
Queue Length 95th (ft)	190	66	237			43	118
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	527	3775	2457			1111	509
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	0.64	0.27	0.51			0.16	0.27

Intersection Summary






















Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 14.0
 Intersection Capacity Utilization 64.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)















Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

Existing weekday AM peak hour
05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	11	1376	310	7	146	2120	61	119	9	49	39
Future Volume (vph)	1	11	1376	310	7	146	2120	61	119	9	49	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor				0.98		1.00				1.00	0.99	
Frt				0.850			0.996			0.972	0.850	
Flt Protected		0.950				0.950			0.950	0.970		0.950
Satd. Flow (prot)	0	1542	4821	1545	0	3353	6115	0	2582	1344	1534	1720
Flt Permitted		0.950				0.950			0.950	0.970		0.950
Satd. Flow (perm)	0	1542	4821	1519	0	3351	6115	0	2582	1344	1514	1720
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				326			3			7	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)				4		4						
Confl. Bikes (#/hr)				1							2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	10%	4%	8%	0%	1%	3%	0%	23%	0%	0%	3%
Adj. Flow (vph)	1	12	1448	326	7	154	2232	64	125	9	52	41
Shared Lane Traffic (%)									24%		17%	24%
Lane Group Flow (vph)	0	13	1448	326	0	161	2296	0	95	48	43	31
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↙	↙
Traffic Volume (vph)	21	40
Future Volume (vph)	21	40
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected	0.985	
Satd. Flow (prot)	1594	1615
Flt Permitted	0.985	
Satd. Flow (perm)	1594	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	10%	0%
Adj. Flow (vph)	22	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	32	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	1			0		1	1		
Act Effct Green (s)		7.0	96.1	115.4		13.0	104.4		19.3	19.3	38.3	10.8
Actuated g/C Ratio		0.04	0.60	0.72		0.08	0.65		0.12	0.12	0.24	0.07
v/c Ratio		0.19	0.50	0.27		0.59	0.58		0.31	0.29	0.11	0.27
Control Delay		103.3	17.4	1.5		79.7	20.1		63.6	54.7	3.3	76.5
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		103.3	17.4	1.5		79.7	20.1		63.6	54.7	3.3	76.5
LOS		F	B	A		E	C		E	D	A	E
Approach Delay			15.1				24.0				47.4	
Approach LOS			B				C				D	
Queue Length 50th (ft)		14	132	4		85	363		52	47	0	33
Queue Length 95th (ft)		m29	596	44		123	669		68	80	15	71
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		231	2896	1340		502	3992		742	391	523	172
Starvation Cap Reductn		0	0	0		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	0		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.06	0.50	0.24		0.32	0.58		0.13	0.12	0.08	0.18






Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 118 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated













Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	10.8	19.0
Actuated g/C Ratio	0.07	0.12
v/c Ratio	0.30	0.22
Control Delay	78.1	43.2
Queue Delay	0.0	0.0
Total Delay	78.1	43.2
LOS	E	D
Approach Delay	63.7	
Approach LOS	E	
Queue Length 50th (ft)	34	33
Queue Length 95th (ft)	73	47
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	159	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.20	0.10
Intersection Summary		

Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 22.4
 Intersection Capacity Utilization 71.7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1	 Ø2 (R)	 Ø4	 Ø8
30 s	56 s	22 s	52 s
 Ø5	 Ø6 (R)		
30 s	56 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	858	200	16	1067	49	467	127	5	32	49	61
Future Volume (vph)	81	858	200	16	1067	49	467	127	5	32	49	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98					1.00		1.00		
Frt			0.850		0.993			0.994			0.917	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1662	3422	1538	1416	3287	0	3204	1669	0	1597	1523	0
Flt Permitted	0.130			0.267			0.950			0.950		
Satd. Flow (perm)	227	3422	1508	398	3287	0	3204	1669	0	1590	1523	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			179		3			1				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)			2	2					3	3		
Confl. Bikes (#/hr)			5						2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	9%	5%	19%	9%	10%	2%	5%	20%	13%	10%	11%
Adj. Flow (vph)	83	876	204	16	1089	50	477	130	5	33	50	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	876	204	16	1139	0	477	135	0	33	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20				20
Link Offset(ft)		0			0			0				-12
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	







Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	81.0	75.1	75.1	74.7	67.4		27.2	27.2		15.6	15.6	
Actuated g/C Ratio	0.58	0.54	0.54	0.53	0.48		0.19	0.19		0.11	0.11	
v/c Ratio	0.39	0.48	0.23	0.06	0.72		0.77	0.42		0.19	0.66	
Control Delay	21.0	24.0	5.5	16.9	34.0		61.7	52.0		56.6	77.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.0	24.0	5.5	16.9	34.0		61.7	52.0		56.6	77.2	
LOS	C	C	A	B	C		E	D		E	E	
Approach Delay		20.5			33.8			59.5			72.5	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	32	234	10	6	418		214	108		28	99	
Queue Length 95th (ft)	72	414	67	21	#680		259	165		60	159	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	264	1835	892	324	1583		779	407		330	315	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.31	0.48	0.23	0.05	0.72		0.61	0.33		0.10	0.36	















Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 108 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 35.7
 Intersection Capacity Utilization 73.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

 Ø1 17 s	 Ø2 (R) 48 s	 Ø4 35 s	 Ø8 40 s
 Ø5 17 s	 Ø6 (R) 48 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	105	81	101	1183	872	128
Future Volume (vph)	105	81	101	1183	872	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.981	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3134	1583	1671	3343	3249	0
Flt Permitted	0.950		0.169			
Satd. Flow (perm)	3134	1583	297	3343	3249	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		9			21	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)		2	2			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	2%	8%	8%	9%	7%
Adj. Flow (vph)	109	84	105	1232	908	133
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	84	105	1232	1041	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	2					
Act Effct Green (s)	9.2	24.0	39.0	42.4	23.6	
Actuated g/C Ratio	0.15	0.40	0.65	0.71	0.40	
v/c Ratio	0.23	0.13	0.21	0.52	0.80	
Control Delay	22.8	8.4	5.7	7.4	26.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.8	8.4	5.7	7.4	26.4	
LOS	C	A	A	A	C	
Approach Delay	16.5			7.2	26.4	
Approach LOS	B			A	C	
Queue Length 50th (ft)	18	14	9	95	177	
Queue Length 95th (ft)	36	33	39	252	#398	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1324	754	547	2308	1296	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.11	0.19	0.53	0.80	

Intersection Summary















Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 59.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 15.7
 Intersection Capacity Utilization 51.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.







Intersection LOS: B
 ICU Level of Service A

Queue shown is maximum after two cycles.

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	21	24	18	1268	1028	30
Future Volume (vph)	21	24	18	1268	1028	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor		0.99	1.00		1.00	
Frt		0.850			0.996	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1583	1615	1703	4759	3265	0
Flt Permitted	0.950		0.159			
Satd. Flow (perm)	1583	1595	285	4759	3265	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		26			3	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			7			7
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	6%	9%	10%	10%
Adj. Flow (vph)	22	26	19	1349	1094	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	26	19	1349	1126	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	

Lane Group						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3	1 2			
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	2	2				
Act Effct Green (s)	10.1	10.1	36.3	46.4	25.2	
Actuated g/C Ratio	0.18	0.18	0.64	0.82	0.45	
v/c Ratio	0.08	0.08	0.04	0.35	0.77	
Control Delay	18.5	8.2	8.3	5.4	26.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.5	8.2	8.3	5.4	26.0	
LOS	B	A	A	A	C	
Approach Delay	12.9			5.4	26.0	
Approach LOS	B			A	C	
Queue Length 50th (ft)	6	0	1	0	105	
Queue Length 95th (ft)	21	15	15	200	#544	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	773	793	588	3918	1459	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.03	0.03	0.03	0.34	0.77	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 56.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 14.7
 Intersection Capacity Utilization 44.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A
 # 95th percentile volume exceeds capacity, queue may be longer.






























Queue shown is maximum after two cycles.

Splits and Phases: 56: Merrick Ave & Privado Rd



Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

Existing weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	101	694	145	332	1414	241	233	310	74	65	215	36
Future Volume (vph)	101	694	145	332	1414	241	233	310	74	65	215	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98		1.00			1.00	
Frt			0.850			0.850		0.971			0.985	
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1547	4803	1311	1620	4893	1334	1477	1556	0	0	1631	0
Flt Permitted	0.950			0.950			0.464				0.532	
Satd. Flow (perm)	1546	4803	1280	1619	4893	1306	721	1556	0	0	875	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						210		14			8	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)	1		1	1		1			21	21		
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	8%	15%	4%	6%	13%	10%	5%	11%	38%	8%	3%
Adj. Flow (vph)	109	746	156	357	1520	259	251	333	80	70	231	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	746	156	357	1520	259	251	413	0	0	340	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	31.0	31.0	24.0	44.0	44.0	35.0	35.0		35.0	35.0	
Total Split (%)	12.2%	34.4%	34.4%	26.7%	48.9%	48.9%	38.9%	38.9%		38.9%	38.9%	
Maximum Green (s)	6.0	23.6	23.6	19.0	36.6	36.6	28.2	28.2		28.2	28.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	6.0	23.6	23.6	19.0	36.6	36.6	28.2	28.2				28.2
Actuated g/C Ratio	0.07	0.26	0.26	0.21	0.41	0.41	0.31	0.31				0.31
v/c Ratio	1.06	0.59	0.47	1.04	0.76	0.40	1.12	0.83				1.22
Control Delay	149.0	31.3	33.3	97.4	26.1	6.4	126.8	44.0				156.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	149.0	31.3	33.3	97.4	26.1	6.4	126.8	44.0				156.3
LOS	F	C	C	F	C	A	F	D				F
Approach Delay		44.3			35.7			75.3				156.3
Approach LOS		D			D			E				F
Queue Length 50th (ft)	~69	135	75	~222	265	17	~165	210				~237
Queue Length 95th (ft)	#173	176	135	#392	323	69	#312	#370				#407
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	103	1259	335	342	1989	655	225	497				279
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	1.06	0.59	0.47	1.04	0.76	0.40	1.12	0.83				1.22

Intersection Summary

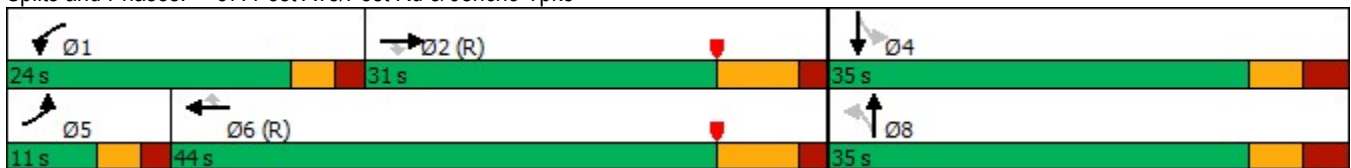
Area Type: Other

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 54.0
 Intersection Capacity Utilization 100.7%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service G




















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













Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke



Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

Existing weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	135	19	42	65	279	11	786	53	122	349	19
Future Volume (vph)	82	135	19	42	65	279	11	786	53	122	349	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.99					1.00	
Frt		0.989				0.850		0.991			0.992	
Flt Protected		0.983			0.981		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1680	1553	1624	3296	0	1518	3016	0
Flt Permitted		0.839			0.819		0.521			0.217		
Satd. Flow (perm)	0	1493	0	0	1402	1533	891	3296	0	347	3016	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				297		10			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	1		1	1		1						
Confl. Bikes (#/hr)			3									1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	9%	4%	0%	0%	12%	4%	0%	5%	4%	7%	11%	5%
Adj. Flow (vph)	87	144	20	45	69	297	12	836	56	130	371	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	251	0	0	114	297	12	892	0	130	391	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	0	0		0	0	0						
Act Effct Green (s)		14.4			14.4	14.4	20.7	20.7		27.2	28.6	
Actuated g/C Ratio		0.26			0.26	0.26	0.38	0.38		0.50	0.53	
v/c Ratio		0.63			0.31	0.48	0.04	0.71		0.43	0.25	
Control Delay		25.2			18.9	5.2	15.6	21.5		12.1	8.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		25.2			18.9	5.2	15.6	21.5		12.1	8.1	
LOS		C			B	A	B	C		B	A	
Approach Delay		25.2			9.0			21.4			9.1	
Approach LOS		C			A			C			A	
Queue Length 50th (ft)		70			30	0	2	127		18	30	
Queue Length 95th (ft)		141			69	47	15	#294		53	69	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		656			612	837	338	1259		410	1592	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.38			0.19	0.35	0.04	0.71		0.32	0.25	










Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 54.4
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.71

Intersection Signal Delay: 16.3
Intersection Capacity Utilization 67.6%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service C
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	192	198	81	224	86
Future Volume (vph)	9	192	198	81	224	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.871		0.961			
Flt Protected	0.998					0.965
Satd. Flow (prot)	1507	0	1887	0	0	1736
Flt Permitted	0.998					0.965
Satd. Flow (perm)	1507	0	1887	0	0	1736
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)	3	1		5	5	
Confl. Bikes (#/hr)				4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	22%	9%	7%	5%	10%	7%
Adj. Flow (vph)	10	216	222	91	252	97
Shared Lane Traffic (%)						
Lane Group Flow (vph)	226	0	313	0	0	349
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 54.9% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 59: Main St & Meadow St

Existing weekday AM peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	192	198	81	224	86
Future Volume (Veh/h)	9	192	198	81	224	86
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	10	216	222	91	252	97
Pedestrians	5		3			1
Lane Width (ft)	12.0		15.0			13.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.97					
vC, conflicting volume	876	274			318	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	857	274			318	
tC, single (s)	6.6	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.7	3.4			2.3	
p0 queue free %	96	71			79	
cM capacity (veh/h)	230	744			1192	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	226	313	349			
Volume Left	10	0	252			
Volume Right	216	91	0			
cSH	677	1700	1192			
Volume to Capacity	0.33	0.18	0.21			
Queue Length 95th (ft)	37	0	20			
Control Delay (s)	13.0	0.0	6.9			
Lane LOS	B		A			
Approach Delay (s)	13.0	0.0	6.9			
Approach LOS	B					
Intersection Summary						
Average Delay			6.0			
Intersection Capacity Utilization			54.9%		ICU Level of Service	A
Analysis Period (min)			15			













Lanes, Volumes, Timings
60: Washington Ave & Meadow St

Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	151	50	9	116	28	54	493	31	7	158	33
Future Volume (vph)	55	151	50	9	116	28	54	493	31	7	158	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00	0.97		1.00	0.98
Frt		0.973			0.976				0.850			0.850
Flt Protected		0.989			0.997			0.995			0.998	
Satd. Flow (prot)	0	1692	0	0	1704	0	0	1700	1429	0	1701	1277
Flt Permitted		0.884			0.970			0.952			0.974	
Satd. Flow (perm)	0	1511	0	0	1658	0	0	1626	1388	0	1660	1246
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		27							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	6		6	6		6	3		3	3		3
Confl. Bikes (#/hr)			1						4			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	8%	4%	0%	9%	7%	2%	4%	13%	29%	3%	18%
Adj. Flow (vph)	58	159	53	9	122	29	57	519	33	7	166	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	270	0	0	160	0	0	576	33	0	173	35
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

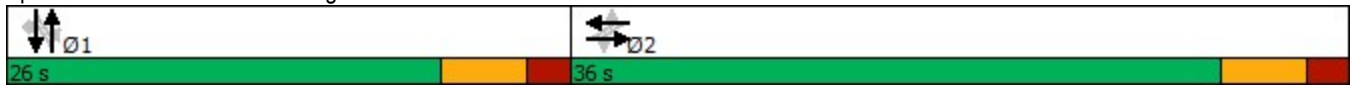
Existing weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)		12.7			12.7			20.1	20.1		20.1	20.1
Actuated g/C Ratio		0.28			0.28			0.45	0.45		0.45	0.45
v/c Ratio		0.61			0.34			0.79	0.05		0.23	0.06
Control Delay		18.5			14.6			23.3	2.6		9.8	2.8
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		18.5			14.6			23.3	2.6		9.8	2.8
LOS		B			B			C	A		A	A
Approach Delay		18.5			14.6			22.2			8.6	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)		52			32			106	0		23	0
Queue Length 95th (ft)		106			66			#335	9		71	10
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1025			1115			729	651		744	588
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.26			0.14			0.79	0.05		0.23	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 44.9
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 18.2
 Intersection Capacity Utilization 90.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service E
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 60: Washington Ave & Meadow St



Lanes, Volumes, Timings
61: Clinton St & Meadow St

Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	62	26	8	64	22	80	895	12	8	373	50
Future Volume (vph)	79	62	26	8	64	22	80	895	12	8	373	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.979			0.969			0.998			0.983	
Flt Protected		0.977			0.996			0.996			0.999	
Satd. Flow (prot)	0	1710	0	0	1737	0	0	3409	0	0	3164	0
Flt Permitted		0.800			0.953			0.870			0.930	
Satd. Flow (perm)	0	1399	0	0	1662	0	0	2977	0	0	2946	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			23			2			29	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	2		4	4		2	2		6	6		2
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	6%	15%	0%	6%	5%	6%	5%	17%	13%	13%	2%
Adj. Flow (vph)	84	66	28	9	68	23	85	952	13	9	397	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	100	0	0	1050	0	0	459	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

Existing weekday AM peak hour
05/23/2024










Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	3	3		3	3							
Act Effct Green (s)		10.9			10.9			24.6			24.6	
Actuated g/C Ratio		0.25			0.25			0.57			0.57	
v/c Ratio		0.49			0.23			0.62			0.27	
Control Delay		16.4			11.1			13.4			7.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.4			11.1			13.4			7.9	
LOS		B			B			B			A	
Approach Delay		16.4			11.1			13.4			7.9	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		32			15			90			27	
Queue Length 95th (ft)		70			39			#273			78	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		757			898			1689			1683	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.24			0.11			0.62			0.27	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 43.4
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 12.2
 Intersection Capacity Utilization 75.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 61: Clinton St & Meadow St












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	4	58	19	6	49	7
Future Volume (vph)	4	58	19	6	49	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.873				0.983	
Flt Protected				0.964	0.958	
Satd. Flow (prot)	1514	0	0	1628	1756	0
Flt Permitted				0.964	0.958	
Satd. Flow (perm)	1514	0	0	1628	1756	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)		10	10		1	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	50%	7%	0%	50%	10%	0%
Adj. Flow (vph)	4	64	21	7	54	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	28	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
62: Lindbergh St & Meadow St

Existing weekday AM peak hour
05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	4	58	19	6	49	7
Future Volume (Veh/h)	4	58	19	6	49	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	4	64	21	7	54	8
Pedestrians	1			3	10	
Lane Width (ft)	12.0			12.0	14.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			78		96	49
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			78		96	49
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			99		94	99
cM capacity (veh/h)			1516		861	1011
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	68	28	62			
Volume Left	0	21	54			
Volume Right	64	0	8			
cSH	1700	1516	878			
Volume to Capacity	0.04	0.01	0.07			
Queue Length 95th (ft)	0	1	6			
Control Delay (s)	0.0	5.6	9.4			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.6	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			19.0%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	575	316	45	76	8
Future Volume (vph)	1	575	316	45	76	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.983		0.987	
Flt Protected					0.957	
Satd. Flow (prot)	0	1827	1706	0	1747	0
Flt Permitted					0.957	
Satd. Flow (perm)	0	1827	1706	0	1747	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	3			3		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	4%	9%	13%	3%	0%
Adj. Flow (vph)	1	661	363	52	87	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	662	415	0	96	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 42.4% ICU Level of Service A
 Analysis Period (min) 15





















HCM Unsignalized Intersection Capacity Analysis
 63: Westbury Blvd & Lindbergh St

Existing weekday AM peak hour
 05/23/2024













						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	575	316	45	76	8
Future Volume (Veh/h)	1	575	316	45	76	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	1	661	363	52	87	9
Pedestrians					3	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	418				1055	392
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	418				1055	392
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				65	99
cM capacity (veh/h)	1149				248	659
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	662	415	96			
Volume Left	1	0	87			
Volume Right	0	52	9			
cSH	1149	1700	263			
Volume to Capacity	0.00	0.24	0.36			
Queue Length 95th (ft)	0	0	40			
Control Delay (s)	0.0	0.0	26.3			
Lane LOS	A		D			
Approach Delay (s)	0.0	0.0	26.3			
Approach LOS			D			
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			42.4%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St

Existing weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	311	340	49	78	238	106	4	40	433	110	1	35
Future Volume (vph)	311	340	49	78	238	106	4	40	433	110	1	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	12	10
Storage Length (ft)	55		0	0		0		85		95		135
Storage Lanes	1		0	0		1		1		1		1
Taper Length (ft)	25			0				110				85
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00			1.00	0.99		1.00		0.98		1.00
Frt		0.981				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1694	1688	0	0	1716	1396	0	1481	3202	1459	0	1376
Flt Permitted	0.505				0.766			0.612				0.369
Satd. Flow (perm)	900	1688	0	0	1329	1378	0	953	3202	1436	0	534
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		10				113				117		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	1		10	10		1		1		4		4
Confl. Bikes (#/hr)			5									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	8%	8%	5%	8%	0%	15%	9%	7%	0%	23%
Adj. Flow (vph)	331	362	52	83	253	113	4	43	461	117	1	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	331	414	0	0	336	113	0	47	461	117	0	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		11			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	1	1	1	1
Detector Template				Left			Left				Left	
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	20
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	210	67
Future Volume (vph)	210	67
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	2957	1250
Flt Permitted		
Satd. Flow (perm)	2957	1222
Right Turn on Red		Yes
Satd. Flow (RTOR)		71
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	18%	12%
Adj. Flow (vph)	223	71
Shared Lane Traffic (%)		
Lane Group Flow (vph)	223	71
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		
Leading Detector (ft)	160	160
Trailing Detector (ft)	94	154
Detector 1 Position(ft)	154	154
Detector 1 Size(ft)	6	6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4			4				2		1	1
Permitted Phases	4			4		4	2	2		2	6	6
Detector Phase	4	4		4	4	4	2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	13.0	13.0		13.0	13.0	13.0	17.0	17.0	17.0	17.0	2.0	2.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	6.0
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	14.0
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	18.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5			5.5	5.5		4.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	None
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	1	1		1	1	1						
Act Effct Green (s)	25.2	25.2			25.2	25.2		17.2	17.2	17.2		22.5
Actuated g/C Ratio	0.44	0.44			0.44	0.44		0.30	0.30	0.30		0.39
v/c Ratio	0.84	0.55			0.58	0.17		0.16	0.48	0.23		0.13
Control Delay	39.2	16.4			18.4	3.9		18.6	19.3	5.7		11.2
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	39.2	16.4			18.4	3.9		18.6	19.3	5.7		11.2
LOS	D	B			B	A		B	B	A		B
Approach Delay		26.5			14.7				16.7			
Approach LOS		C			B				B			
Queue Length 50th (ft)	80	81			69	0		10	58	0		8
Queue Length 95th (ft)	#274	212			190	27		38	123	33		22
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55							85		95		135
Base Capacity (vph)	395	747			584	669		419	1408	697		358
Starvation Cap Reductn	0	0			0	0		0	0	0		0
Spillback Cap Reductn	0	0			0	0		0	0	0		0
Storage Cap Reductn	0	0			0	0		0	0	0		0
Reduced v/c Ratio	0.84	0.55			0.58	0.17		0.11	0.33	0.17		0.11

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 57.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	17.0	17.0
Minimum Split (s)	22.5	22.5
Total Split (s)	30.5	30.5
Total Split (%)	40.7%	40.7%
Maximum Green (s)	25.0	25.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	Min	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	21.0	21.0
Actuated g/C Ratio	0.37	0.37
v/c Ratio	0.21	0.14
Control Delay	12.5	4.0
Queue Delay	0.0	0.0
Total Delay	12.5	4.0
LOS	B	A
Approach Delay	10.5	
Approach LOS	B	
Queue Length 50th (ft)	26	0
Queue Length 95th (ft)	45	19
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	2028	860
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.11	0.08
Intersection Summary		



















Intersection Signal Delay: 18.8
 Intersection Capacity Utilization 84.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

Existing weekday AM peak hour
 05/23/2024

												
Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	15	5	110	1021	18	3	23	1859	39	253	15	8
Future Volume (vph)	15	5	110	1021	18	3	23	1859	39	253	15	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.98	0.98	
Frt				0.997				0.995		0.850		
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	4927	0	0	1743	4736	0	1389	1715	0
Flt Permitted			0.950				0.950				0.663	
Satd. Flow (perm)	0	0	1800	4927	0	0	1737	4736	0	1366	1172	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				3				40				
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		9	9		6		6		9	9	15	15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	4%	3%	1%	0%	0%	0%
Adj. Flow (vph)	16	5	117	1086	19	3	24	1978	41	269	16	9
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	138	1105	0	0	27	2046	0	242	14	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	1	1	1	2		0	1	2		1	1	1
Detector Template	Left	Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
Trailing Detector (ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Size(ft)	20	20	20	6		0	20	6		20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94				94				
Detector 2 Size(ft)				6				6				
Detector 2 Type				Cl+Ex				Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)				0.0				0.0				

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	80	22	69	34	30
Future Volume (vph)	80	22	69	34	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	0.99			0.99	
Frt	0.971			0.966	
Flt Protected	0.995			0.975	
Satd. Flow (prot)	1711	0	0	3304	0
Flt Permitted	0.956			0.667	
Satd. Flow (perm)	1633	0	0	2259	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	6				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)		1	1		15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	5%	1%	6%	0%
Adj. Flow (vph)	85	23	73	36	32
Shared Lane Traffic (%)					
Lane Group Flow (vph)	119	0	0	141	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	Cl+Ex			Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	

Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

Existing weekday AM peak hour
05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm
Protected Phases	5	5	5	2		1	1	6				
Permitted Phases										6	4	4
Detector Phase	5	5	5	2		1	1	6		6	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0
Total Split (s)	24.0	24.0	24.0	119.0		24.0	24.0	119.0		119.0	37.0	37.0
Total Split (%)	13.3%	13.3%	13.3%	66.1%		13.3%	13.3%	66.1%		66.1%	20.6%	20.6%
Maximum Green (s)	19.0	19.0	19.0	112.0		19.0	19.0	112.0		112.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			18.0	136.8		7.4	124.2		124.2	18.8		
Actuated g/C Ratio			0.10	0.76		0.04	0.69		0.69	0.10		
v/c Ratio			0.77	0.30		0.38	0.63		0.26	0.11		
Control Delay			129.8	2.9		98.3	17.4		12.6	71.1		
Queue Delay			0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay			129.8	2.9		98.3	17.4		12.6	71.1		
LOS			F	A		F	B		B	E		
Approach Delay				17.0			17.8					
Approach LOS				B			B					
Queue Length 50th (ft)			163	74		32	486		118	15		
Queue Length 95th (ft)			#263	82		69	652		209	41		
Internal Link Dist (ft)				1126			408					
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			197	3745		183	3268		942	195		
Starvation Cap Reductn			0	0		0	0		0	0		
Spillback Cap Reductn			0	0		0	0		0	0		
Storage Cap Reductn			0	0		0	0		0	0		
Reduced v/c Ratio			0.70	0.30		0.15	0.63		0.26	0.07		

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 34 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 22.6
 Intersection LOS: C

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		39.0	39.0	
Total Split (s)	37.0		37.0	37.0	
Total Split (%)	20.6%		20.6%	20.6%	
Maximum Green (s)	30.0		30.0	30.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			25.0	25.0	
Pedestrian Calls (#/hr)			3	3	
Act Effct Green (s)	18.8			18.8	
Actuated g/C Ratio	0.10			0.10	
v/c Ratio	0.68			0.60	
Control Delay	91.4			86.4	
Queue Delay	0.0			0.0	
Total Delay	91.4			86.4	
LOS	F			F	
Approach Delay	89.3			86.4	
Approach LOS	F			F	
Queue Length 50th (ft)	138			85	
Queue Length 95th (ft)	204			118	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	277			376	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.43			0.38	
Intersection Summary					

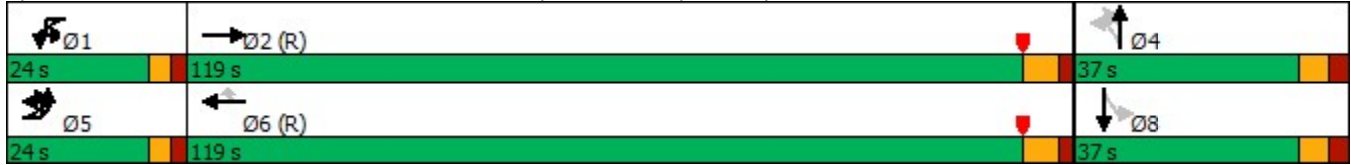
Intersection Capacity Utilization 78.6%







ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke









						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	605	0	0	1238	0	533
Future Volume (vph)	605	0	0	1238	0	533
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3374	0	0	4631	0	2538
Flt Permitted						
Satd. Flow (perm)	3374	0	0	4631	0	2538
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	0%	12%	0%	12%
Adj. Flow (vph)	644	0	0	1317	0	567
Shared Lane Traffic (%)						
Lane Group Flow (vph)	644	0	0	1317	0	567
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 42.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 82: Peninsula Blvd & Fulton Ave

Existing weekday AM peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	605	0	0	1238	0	533	
Future Volume (Veh/h)	605	0	0	1238	0	533	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly flow rate (vph)	644	0	0	1317	0	567	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	171						
pX, platoon unblocked			0.84		0.84	0.84	
vC, conflicting volume			644		1083	322	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			197		720	0	
tC, single (s)			4.1		6.8	7.1	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.4	
p0 queue free %			100		100	36	
cM capacity (veh/h)			1166		309	885	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	322	322	439	439	439	284	284
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	284	284
cSH	1700	1700	1700	1700	1700	885	885
Volume to Capacity	0.19	0.19	0.26	0.26	0.26	0.32	0.32
Queue Length 95th (ft)	0	0	0	0	0	35	35
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.0	11.0
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			11.0	
Approach LOS						B	
Intersection Summary							
Average Delay			2.5				
Intersection Capacity Utilization			42.0%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	365	533	0	846						
Future Volume (vph)	0	0	365	533	0	846						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.939	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3027	1312	0	3252						
Flt Permitted												
Satd. Flow (perm)	0	0	3027	1312	0	3252						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			187	358								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	4%	12%	0%	11%						
Adj. Flow (vph)	0	0	462	675	0	1071						
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	779	358	0	1071						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												

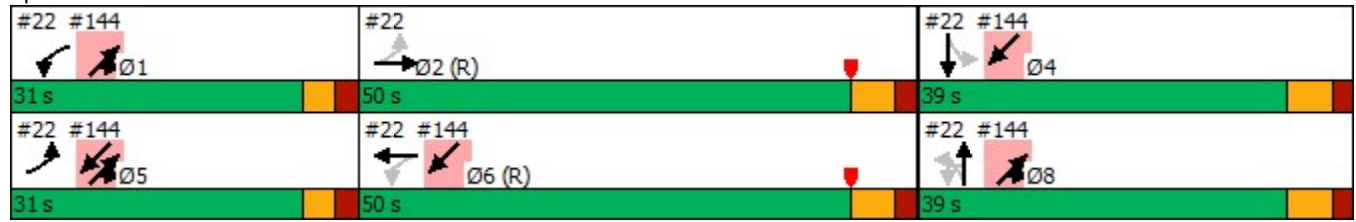













Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	14.0
Total Split (s)							31.0	50.0	39.0	31.0	50.0	39.0
Total Split (%)							26%	42%	33%	26%	42%	33%
Maximum Green (s)							26.0	44.0	33.0	26.0	44.0	33.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								3				1
Act Effct Green (s)			75.4	75.4								120.0
Actuated g/C Ratio			0.63	0.63								1.00
v/c Ratio			0.40	0.37								0.33
Control Delay			8.9	2.3								0.2
Queue Delay			0.0	0.0								0.0
Total Delay			8.9	2.3								0.2
LOS			A	A								A
Approach Delay			6.8									0.2
Approach LOS			A									A
Queue Length 50th (ft)			96	0								0
Queue Length 95th (ft)			142	20								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1945	948								3198
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			107	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.42	0.38								0.33

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 31 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 3.6
 Intersection Capacity Utilization 27.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd











						
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations				 	 	
Traffic Volume (vph)	0	43	0	898	847	0
Future Volume (vph)	0	43	0	898	847	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	0		0			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1644	0	3312	3252	0
Flt Permitted						
Satd. Flow (perm)	0	1644	0	3312	3252	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	331			465	201	
Travel Time (s)	5.6			7.9	4.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	0%	9%	11%	0%
Adj. Flow (vph)	0	54	0	1137	1072	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	54	0	1137	1072	0
Enter Blocked Intersection	No	Yes	No	Yes	Yes	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 33.4% ICU Level of Service A
 Analysis Period (min) 15







Intersection Sign configuration not allowed in HCM analysis.

								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations								
Traffic Volume (vph)	0	0	0	1561	0	0	0	534
Future Volume (vph)	0	0	0	1561	0	0	0	534
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.64
Frt								0.850
Flt Protected								
Satd. Flow (prot)	0	0	0	6408	0	1900	0	3864
Flt Permitted								
Satd. Flow (perm)	0	0	0	6408	0	1900	0	3864
Link Speed (mph)	30			50	30		50	
Link Distance (ft)	446			646	343		189	
Travel Time (s)	10.1			8.8	7.8		2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	0	1697	0	0	0	580
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	1697	0	0	0	580
Enter Blocked Intersection	No	No	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	R NA	Left	Left
Median Width(ft)	30			40	4		40	
Link Offset(ft)	0			0	0		0	
Crosswalk Width(ft)	16			16	16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9	50	50
Sign Control	Stop			Free	Stop		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 26.0% ICU Level of Service A
 Analysis Period (min) 15










Intersection has too many legs for HCM analysis.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	558	0	0	0	1896
Future Volume (vph)	0	558	0	0	0	1896
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	6108	0	0	0	4053
Flt Permitted						
Satd. Flow (perm)	0	6108	0	0	0	4053
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	0%	7%	0%	0%	0%	2%
Adj. Flow (vph)	0	764	0	0	0	2597
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	764	0	0	0	2597
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 47.9% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 400: James Doolittle Blvd & Parking F

Existing weekday AM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	625			233	378	
Travel Time (s)	14.2			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd

Existing weekday AM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 402: James Doolittle Blvd & Exist Hotel Access

Existing weekday AM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	288	
Travel Time (s)	3.3			9.4	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 403: James Doolittle Blvd & Marriott Drwy

Existing weekday AM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	296			288	191	
Travel Time (s)	6.7			6.5	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
406: Sands Ave

Existing weekday AM peak hour
05/23/2024

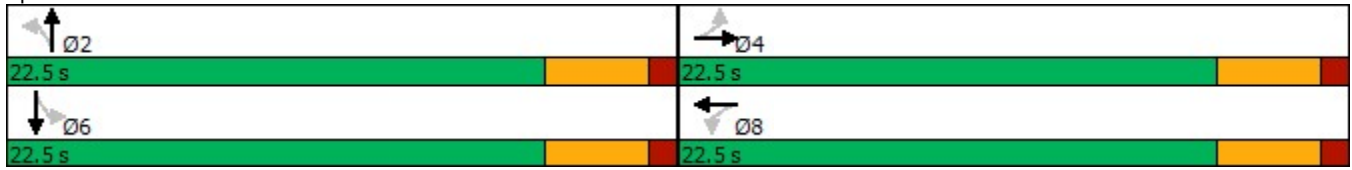
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			625			299			504	
Travel Time (s)		5.4			14.2			6.8			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			16			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		159			545			219			424	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Fr						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	1863	1770	1770
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	1863	1770	1770
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	337			454	230	
Travel Time (s)	7.7			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						0%
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			16	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split			pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	24.5	24.5	24.5	22.5	
Total Split (%)	32.9%	35.0%	35.0%	35.0%	32.1%	
Maximum Green (s)	18.5	20.0	20.0	20.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	257			374	150	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						












Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 20
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 408: East Dr/Sands Ave & North Dr














						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15



















HCM Unsignalized Intersection Capacity Analysis
 409: Sands Ave & Parking E

Existing weekday AM peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	0	0	0	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
410: MSK Entrance & Garage C & West Dr

Existing weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	8	0	0	0	120	0	0	0	0	0
Future Volume (vph)	0	0	8	0	0	0	120	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.865										
Flt Protected							0.950					
Satd. Flow (prot)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			395	
Travel Time (s)		2.8			3.6			7.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	9	0	0	0	130	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	0	0	130	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 16.6% ICU Level of Service A
Analysis Period (min) 15

















HCM Unsignalized Intersection Capacity Analysis
 410: MSK Entrance & Garage C & West Dr

Existing weekday AM peak hour
 05/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	8	0	0	0	120	0	0	0	0	0
Future Volume (Veh/h)	0	0	8	0	0	0	120	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	9	0	0	0	130	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								348				
pX, platoon unblocked												
vC, conflicting volume	260	260	0	269	260	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	260	260	0	269	260	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	92			100		
cM capacity (veh/h)	650	593	1085	636	593	1085	1623			1623		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	9	0	130	0	0	0						
Volume Left	0	0	130	0	0	0						
Volume Right	9	0	0	0	0	0						
cSH	1085	1700	1623	1700	1700	1700						
Volume to Capacity	0.01	0.00	0.08	0.00	0.00	0.00						
Queue Length 95th (ft)	1	0	7	0	0	0						
Control Delay (s)	8.3	0.0	7.4	0.0	0.0	0.0						
Lane LOS	A	A	A									
Approach Delay (s)	8.3	0.0	7.4		0.0							
Approach LOS	A	A										
Intersection Summary												
Average Delay			7.5									
Intersection Capacity Utilization			16.6%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
412: West Dr & South Dr

Existing weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		155			243			395			225	
Travel Time (s)		3.5			5.5			9.0			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 ICU Level of Service A










HCM Unsignalized Intersection Capacity Analysis
 412: West Dr & South Dr

Existing weekday AM peak hour
 05/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total (vph)	0	0	0	0	0	0	0					
Volume Left (vph)	0	0	0	0	0	0	0					
Volume Right (vph)	0	0	0	0	0	0	0					
Hadj (s)	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Departure Headway (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Degree Utilization, x	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Capacity (veh/h)	806	806	806	806	806	806	806					
Control Delay (s)	6.3	6.3	6.3	6.3	6.3	6.3	7.5					
Approach Delay (s)	0.0		0.0		0.0		0.0					
Approach LOS	A		A		A		A					







Intersection Summary










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

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	96	0	0	19	0	0
Future Volume (vph)	96	0	0	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	104	0	0	21	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	0	0	21	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Volume (veh/h)	96	0	0	19	0	0
Future Volume (Veh/h)	96	0	0	19	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	104	0	0	21	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	221					
pX, platoon unblocked						
vC, conflicting volume			104		114	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			104		114	52
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1485		870	1005
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	69	35	10	10	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.04	0.02	0.01	0.01	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	96	0	0	19	0	0
Future Volume (vph)	96	0	0	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	1863	0
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	104	0	0	21	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	0	0	21	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 414: MSK Dock & South Dr

Existing weekday AM peak hour
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	96	0	0	19	0	0
Future Volume (Veh/h)	96	0	0	19	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	104	0	0	21	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	408					
pX, platoon unblocked						
vC, conflicting volume			104		114	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			104		114	52
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1485		870	1005
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	69	35	10	10	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.04	0.02	0.01	0.01	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	96	0	0	19	0
Future Volume (vph)	0	96	0	0	19	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.850					
Flt Protected					0.950	
Satd. Flow (prot)	2895	0	0	3539	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	2895	0	0	3539	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	87			155	141	
Travel Time (s)	2.0			3.5	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	3%	2%
Adj. Flow (vph)	0	104	0	0	21	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	0	0	0	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.3% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 415: MSK Garage & South Dr

Existing weekday AM peak hour
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	96	0	0	19	0
Future Volume (Veh/h)	0	96	0	0	19	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	104	0	0	21	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	495					
pX, platoon unblocked						
vC, conflicting volume			104		52	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			104		52	52
tC, single (s)			4.1		6.9	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1485		947	1005
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	104	0	0	21	
Volume Left	0	0	0	0	21	
Volume Right	0	104	0	0	0	
cSH	1700	1700	1700	1700	947	
Volume to Capacity	0.00	0.06	0.00	0.00	0.02	
Queue Length 95th (ft)	0	0	0	0	2	
Control Delay (s)	0.0	0.0	0.0	0.0	8.9	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		8.9	
Approach LOS					A	
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			13.3%		ICU Level of Service	A
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Flt Permitted												
Satd. Flow (perm)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		459			507			346			247	
Travel Time (s)		10.4			11.5			7.9			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										0%		0%
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			4			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type			Perm				Perm		Perm	Perm		Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

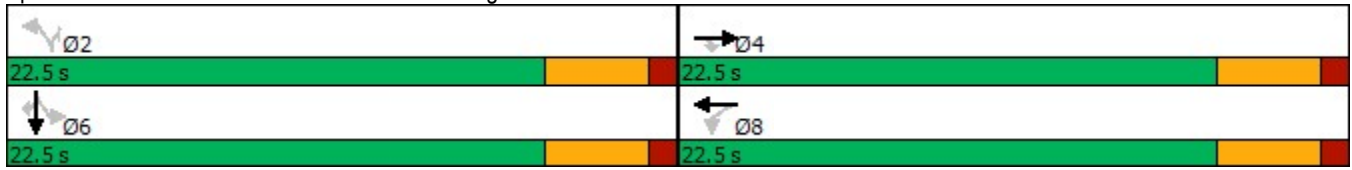
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		379			427			266			167	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15










Intersection LOS: A
 ICU Level of Service A







Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



Lanes, Volumes, Timings
 417: North Drive/North Dr & Rideshare Entrance

Existing weekday AM peak hour
 05/23/2024

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	3539	3390	1695	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	3390	1695	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		507	337		103	
Travel Time (s)		11.5	7.7		2.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)				0%		
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type				custom		
Protected Phases	1	1 2	2			
Permitted Phases	2			8		

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	8		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	3.5		20.0	16.5		
Total Split (%)	8.8%		50.0%	41.3%		
Maximum Green (s)	-1.0		15.5	12.0		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		None	None		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)		427	257		23	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 18
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A













Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance



Lanes, Volumes, Timings
420: Washington St & W Columbus St/Driveway

Existing weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	2	128	0	0	0	232	471	5	4	295	73
Future Volume (vph)	56	2	128	0	0	0	232	471	5	4	295	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99				1.00	1.00			0.99	
Frt			0.850					0.998			0.974	
Flt Protected		0.954					0.950				0.999	
Satd. Flow (prot)	0	1502	1150	0	1739	0	1546	1841	0	0	1861	0
Flt Permitted		0.733					0.479				0.993	
Satd. Flow (perm)	0	1146	1133	0	1739	0	777	1841	0	0	1850	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			147					1			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	4		2	2		4	6		22	22		6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	13%	0%	18%	2%	2%	2%	9%	3%	0%	0%	5%	7%
Parking (#/hr)			0									
Adj. Flow (vph)	64	2	147	0	0	0	267	541	6	5	339	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	147	0	0	0	267	547	0	0	428	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

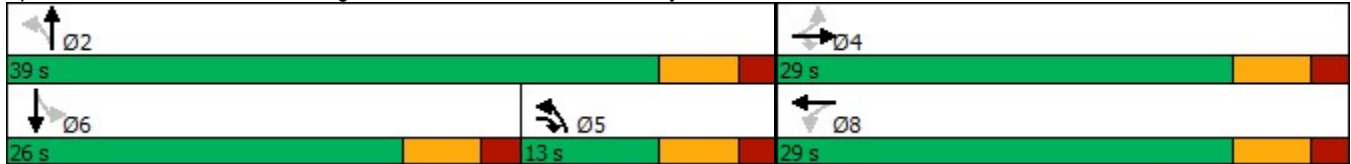
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA	pm+ov				pm+pt	NA		Perm	NA	
Protected Phases		4	5		8		5	2		6		6
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	20.0
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	26.0
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	26.0
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	38.2%
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	6.0
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	0.2
Recall Mode	None	None	None	None	None		None	Min		Min	Min	Min
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	2	2										
Act Effct Green (s)		11.9	13.7				34.2	37.3				20.9
Actuated g/C Ratio		0.24	0.27				0.68	0.74				0.42
v/c Ratio		0.24	0.35				0.42	0.40				0.55
Control Delay		20.6	4.7				10.9	7.5				17.6
Queue Delay		0.0	0.0				0.0	0.0				0.0
Total Delay		20.6	4.7				10.9	7.5				17.6
LOS		C	A				B	A				B
Approach Delay		9.6						8.6				17.6
Approach LOS		A						A				B
Queue Length 50th (ft)		19	0				36	86				106
Queue Length 95th (ft)		45	22				96	209				#225
Internal Link Dist (ft)		363			88			242				114
Turn Bay Length (ft)							100					
Base Capacity (vph)		548	423				645	1264				780
Starvation Cap Reductn		0	0				0	0				0
Spillback Cap Reductn		0	0				0	0				0
Storage Cap Reductn		0	0				0	0				0
Reduced v/c Ratio		0.12	0.35				0.41	0.43				0.55

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 50.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55

Intersection Signal Delay: 11.4
 Intersection Capacity Utilization 69.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 420: Washington St & W Columbus St/Driveway














N-1 2023 Existing Conditions

N-1.2 Weekday PM peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	2172	1933	30	0	25
Future Volume (vph)	0	2172	1933	30	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	5136	5077	0	0	1580
Flt Permitted						
Satd. Flow (perm)	0	5136	5077	0	0	1580
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Peds. (#/hr)	3			3		3
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	2%	0%	0%	4%
Adj. Flow (vph)	0	2311	2056	32	0	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2311	2088	0	0	27
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 52.9% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

Existing Weekday PM peak hour
 05/28/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	2172	1933	30	0	25	
Future Volume (Veh/h)	0	2172	1933	30	0	25	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly flow rate (vph)	0	2311	2056	32	0	27	
Pedestrians		3			3		
Lane Width (ft)		12.0			12.0		
Walking Speed (ft/s)		3.5			3.5		
Percent Blockage		0			0		
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.68		
vC, conflicting volume	2059				2845	707	
vC1, stage 1 conf vol					2075		
vC2, stage 2 conf vol					770		
vCu, unblocked vol	2059				2076	707	
tC, single (s)	4.1				6.8	7.0	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	93	
cM capacity (veh/h)	275				74	371	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	770	770	770	822	822	443	27
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	32	27
cSH	1700	1700	1700	1700	1700	1700	371
Volume to Capacity	0.45	0.45	0.45	0.48	0.48	0.26	0.07
Queue Length 95th (ft)	0	0	0	0	0	0	6
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	15.5
Lane LOS							C
Approach Delay (s)	0.0			0.0			15.5
Approach LOS							C
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utilization			52.9%		ICU Level of Service		A
Analysis Period (min)			15				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	18	1	1575	366	44	349	1554	11	241	3	536	17
Future Volume (vph)	18	1	1575	366	44	349	1554	11	241	3	536	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Ped Bike Factor		1.00		0.99		1.00	1.00	0.99	1.00	1.00		
Frt				0.850				0.850		0.879	0.850	
Flt Protected		0.950				0.950			0.950	0.991		0.950
Satd. Flow (prot)	0	3385	5085	1605	0	3326	4806	1435	1632	2826	1470	1369
Flt Permitted		0.950				0.950			0.950	0.991		0.950
Satd. Flow (perm)	0	3384	5085	1582	0	3323	4806	1416	1630	2826	1470	1369
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		3		7		7		3	1			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	4%	0%	2%	2%	0%	4%	0%	0%	12%
Adj. Flow (vph)	19	1	1676	389	47	371	1653	12	256	3	570	18
Shared Lane Traffic (%)								10%	25%		50%	40%
Lane Group Flow (vph)	0	20	1676	389	0	418	1654	11	192	352	285	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	14	1
Future Volume (vph)	14	1
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor		
Frt		0.850
Flt Protected	0.984	
Satd. Flow (prot)	2891	1421
Flt Permitted	0.984	
Satd. Flow (perm)	2891	1421
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	15	1
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	22	1
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	44.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		5.6	55.0	160.0		22.2	76.0	160.0	46.7	46.7	46.7	13.1
Actuated g/C Ratio		0.04	0.34	1.00		0.14	0.48	1.00	0.29	0.29	0.29	0.08
v/c Ratio		0.17	0.96	0.25		0.90	0.72	0.01	0.40	0.43	0.67	0.10
Control Delay		85.1	38.6	0.3		91.3	36.7	0.0	51.1	49.6	57.9	63.1
Queue Delay		0.0	1.5	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		85.1	40.1	0.3		91.3	36.7	0.0	51.1	49.6	57.9	63.1
LOS		F	D	A		F	D	A	D	D	E	E
Approach Delay			33.1				47.5			52.8		
Approach LOS			C				D			D		
Queue Length 50th (ft)		9	570	0		224	559	0	178	173	289	12
Queue Length 95th (ft)		m15	#736	0		#313	632	0	#436	#375	#707	30
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		486	1747	1582		478	2283	1416	476	824	428	316
Starvation Cap Reductn		0	24	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.04	0.97	0.25		0.87	0.72	0.01	0.40	0.43	0.67	0.03

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	28.1%	28.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	13.1	13.1
Actuated g/C Ratio	0.08	0.08
v/c Ratio	0.09	0.01
Control Delay	63.2	57.0
Queue Delay	0.0	0.0
Total Delay	63.2	57.0
LOS	E	E
Approach Delay	63.0	
Approach LOS	E	
Queue Length 50th (ft)	13	1
Queue Length 95th (ft)	25	7
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	668	328
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.03	0.00
Intersection Summary		

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 42.5

Intersection LOS: D

Intersection Capacity Utilization 95.2%

ICU Level of Service F


Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.












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









Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø4	 Ø3
29 s	61 s	45 s	25 s
 Ø5	 Ø6 (R)		
29 s	61 s		

Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

								Ø1
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations								
Traffic Volume (vph)	4	1896	48	158	1656	54	64	
Future Volume (vph)	4	1896	48	158	1656	54	64	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	15	15	
Storage Length (ft)	0		0	150		0	0	
Storage Lanes	0		0	1		1	0	
Taper Length (ft)	0			75		0		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00		0.99		0.99		
Frt		0.996				0.926		
Flt Protected				0.950		0.978		
Satd. Flow (prot)	0	5063	0	1805	6408	1825	0	
Flt Permitted		0.934		0.950		0.978		
Satd. Flow (perm)	0	4729	0	1794	6408	1821	0	
Right Turn on Red			Yes				Yes	
Satd. Flow (RTOR)		5				30		
Link Speed (mph)		50			50	30		
Link Distance (ft)		187			289	350		
Travel Time (s)		2.6			3.9	8.0		
Confl. Peds. (#/hr)			17	17		4	2	
Confl. Bikes (#/hr)			1					
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	2%	
Adj. Flow (vph)	4	1975	50	165	1725	56	67	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	2029	0	165	1725	123	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right	
Median Width(ft)		28			24	15		
Link Offset(ft)		0			0	0		
Crosswalk Width(ft)		36			36	28		
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	15		15	9	
Number of Detectors	1	2		1	2	1		
Detector Template	Left	Thru		Left	Thru	Left		
Leading Detector (ft)	20	100		20	100	20		
Trailing Detector (ft)	0	0		0	0	0		
Detector 1 Position(ft)	0	0		0	0	0		
Detector 1 Size(ft)	20	6		20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)		94			94			
Detector 2 Size(ft)		6			6			
Detector 2 Type		Cl+Ex			Cl+Ex			

									Ø1
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR		
Detector 2 Channel									
Detector 2 Extend (s)		0.0			0.0				
Turn Type	Perm	NA		Prot	NA	Prot			
Protected Phases		6		5	2	3			1
Permitted Phases	6								
Detector Phase	6	6		5	2	3			
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	10.0	7.0			10.0
Minimum Split (s)	17.0	17.0		11.7	17.0	49.7			17.7
Total Split (s)	115.0	115.0		20.0	90.0	25.0			45.0
Total Split (%)	71.9%	71.9%		12.5%	56.3%	15.6%			28%
Maximum Green (s)	108.0	108.0		13.3	83.0	17.3			37.3
Yellow Time (s)	5.0	5.0		4.7	5.0	4.7			4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	3.0			3.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0			
Total Lost Time (s)		7.0		6.7	7.0	7.7			
Lead/Lag	Lag	Lag		Lead	Lag				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes
Vehicle Extension (s)	1.0	1.0		2.0	1.0	3.0			3.0
Recall Mode	C-Max	C-Max		None	C-Max	None			Min
Walk Time (s)					7.0	7.0			
Flash Dont Walk (s)					18.0	35.0			
Pedestrian Calls (#/hr)					1	6			
Act Effct Green (s)		108.0		17.5	114.5	13.1			
Actuated g/C Ratio		0.68		0.11	0.72	0.08			
v/c Ratio		0.64		0.84	0.38	0.69			
Control Delay		1.9		93.5	3.8	73.4			
Queue Delay		0.1		0.0	0.0	0.0			
Total Delay		2.0		93.5	3.8	73.4			
LOS		A		F	A	E			
Approach Delay		2.0			11.6	73.4			
Approach LOS		A			B	E			
Queue Length 50th (ft)		16		172	88	96			
Queue Length 95th (ft)		0		m#341	31	167			
Internal Link Dist (ft)		107			209	270			
Turn Bay Length (ft)				150					
Base Capacity (vph)		3193		196	4583	224			
Starvation Cap Reductn		1		0	0	0			
Spillback Cap Reductn		232		0	0	1			
Storage Cap Reductn		0		0	0	0			
Reduced v/c Ratio		0.69		0.84	0.38	0.55			

Intersection Summary

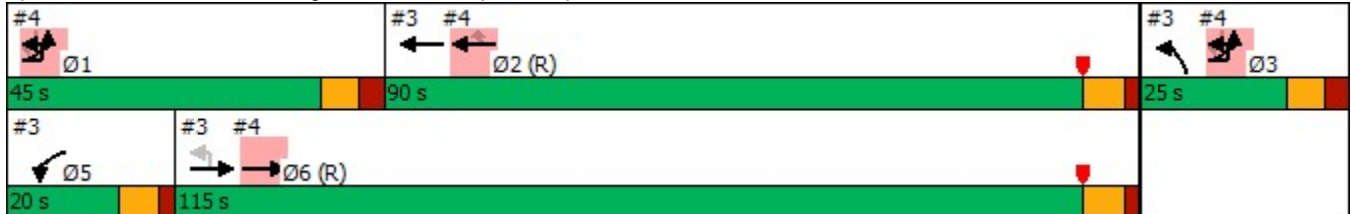
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 8.7
 Intersection Capacity Utilization 88.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service E













- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

Existing Weekday PM peak hour
05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	9	1948	1694	20	0	24			
Future Volume (vph)	11	9	1948	1694	20	0	24			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	12	9	2051	1783	21	0	25			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	21	2051	1783	21	0	25			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

Lanes, Volumes, Timings
 4: Hempstead Tpke & MSK Entrance

Existing Weekday PM peak hour
 05/28/2024

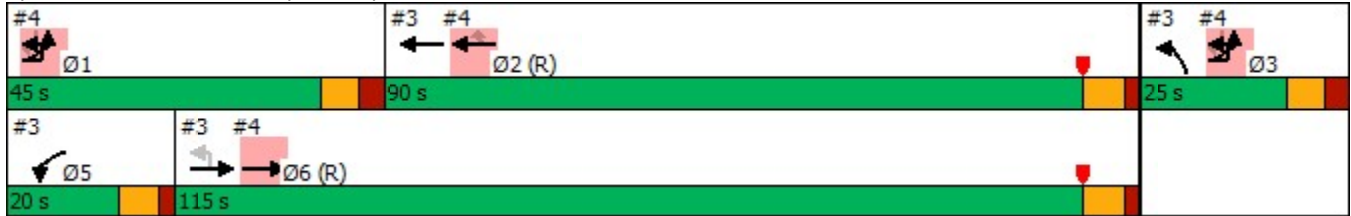
								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	49.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				6	
Act Effct Green (s)		30.8	108.0	114.5	114.5		30.8			
Actuated g/C Ratio		0.19	0.68	0.72	0.72		0.19			
v/c Ratio		0.03	0.60	0.49	0.02		0.04			
Control Delay		51.2	9.0	2.1	1.6		51.0			
Queue Delay		0.0	0.0	0.0	0.0		0.0			
Total Delay		51.2	9.0	2.1	1.6		51.0			
LOS		D	A	A	A		D			
Approach Delay			9.5	2.1		51.0				
Approach LOS			A	A		D				
Queue Length 50th (ft)		10	250	30	1		11			
Queue Length 95th (ft)		m12	269	36	m3		27			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1220	3432	3637	1177		1023			
Starvation Cap Reductn		0	0	138	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.60	0.51	0.02		0.02			

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84

Intersection Signal Delay: 6.3
 Intersection Capacity Utilization 58.2%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Hempstead Tpke & MSK Entrance















Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	198	1234	87	57	259	1273	140	110	229	127	476
Future Volume (vph)	3	198	1234	87	57	259	1273	140	110	229	127	476
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	0.99		1.00
Frt				0.850				0.850		0.948		
Flt Protected		0.950				0.950			0.950	0.998		0.950
Satd. Flow (prot)	0	3144	5085	1463	0	3461	5085	1531	1527	3154	0	1572
Flt Permitted		0.950				0.950			0.950	0.998		0.950
Satd. Flow (perm)	0	3142	5085	1436	0	3455	5085	1510	1516	3154	0	1571
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		5		5		4	14		1	1
Confl. Bikes (#/hr)				1				2			2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	2%	3%	2%	1%	2%	2%	4%	2%	5%	1%
Adj. Flow (vph)	3	208	1299	92	60	273	1340	147	116	241	134	501
Shared Lane Traffic (%)									10%			44%
Lane Group Flow (vph)	0	211	1299	92	0	333	1340	147	104	387	0	281
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	318	220
Future Volume (vph)	318	220
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.97
Frt	0.994	0.850
Flt Protected	0.981	
Satd. Flow (prot)	3029	1407
Flt Permitted	0.981	
Satd. Flow (perm)	3028	1367
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	335	232
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	578	209
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	44.0	44.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			5	5			0					1
Act Effct Green (s)		15.1	54.9	54.9		19.7	59.5	160.0	22.5	22.5		32.9
Actuated g/C Ratio		0.09	0.34	0.34		0.12	0.37	1.00	0.14	0.14		0.21
v/c Ratio		0.71	0.74	0.19		0.78	0.71	0.10	0.49	0.87		0.87
Control Delay		83.4	51.9	47.5		82.8	50.5	0.1	71.6	87.7		87.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		83.4	51.9	47.5		82.8	50.5	0.1	71.6	87.7		87.4
LOS		F	D	D		F	D	A	E	F		F
Approach Delay			55.8			52.3				84.3		
Approach LOS			E			D				F		
Queue Length 50th (ft)		119	335	63		157	405	0	112	220		316
Queue Length 95th (ft)		165	401	m114		221	473	0	186	#309		#497
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		491	1745	493		540	1892	1510	219	453		324
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.43	0.74	0.19		0.62	0.71	0.10	0.47	0.85		0.87

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated







Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	32.9	32.9
Actuated g/C Ratio	0.21	0.21
v/c Ratio	0.93	0.75
Control Delay	84.4	76.8
Queue Delay	0.0	0.0
Total Delay	84.4	76.8
LOS	F	E
Approach Delay	83.7	
Approach LOS	F	
Queue Length 50th (ft)	348	227
Queue Length 95th (ft)	#474	#354
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	624	281
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.93	0.74
Intersection Summary		




















Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 63.3
 Intersection Capacity Utilization 97.8%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F













- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø3	 Ø4
32 s	56 s	31 s	41 s
 Ø5	 Ø6 (R)		
32 s	56 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	79	0	63	14	0	50	2	58	505	2	4	7
Future Volume (vph)	79	0	63	14	0	50	2	58	505	2	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		115		285		110
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				70				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		0.99			0.99			1.00		0.98		1.00
Frt		0.940			0.850					0.850		
Flt Protected		0.973		0.950				0.950				0.950
Satd. Flow (prot)	0	1712	0	1805	1562	0	0	1771	4988	1615	0	1805
Flt Permitted		0.795		0.690				0.152				0.420
Satd. Flow (perm)	0	1398	0	1311	1562	0	0	282	4988	1589	0	797
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			355					82		
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)	1					1		15		4		4
Confl. Bikes (#/hr)			3			1						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	0%	2%	4%	0%	0%	0%
Adj. Flow (vph)	92	0	73	16	0	58	2	67	587	2	5	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	0	16	58	0	0	69	587	2	0	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				32			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		20	30	6	20	20	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)									94			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	935	98
Future Volume (vph)	935	98
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.986	
Flt Protected		
Satd. Flow (prot)	5046	0
Flt Permitted		
Satd. Flow (perm)	5046	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	16	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		15
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	1087	114
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1201	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)									0.0			
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	20.0	20.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	26.0	26.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0			6.0	6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				1	1				0	0		
Act Effct Green (s)		14.2		14.2	14.2			32.3	31.0	31.0		27.8
Actuated g/C Ratio		0.24		0.24	0.24			0.54	0.51	0.51		0.46
v/c Ratio		0.42		0.05	0.09			0.20	0.23	0.00		0.03
Control Delay		14.5		19.3	0.3			10.6	11.3	0.0		10.6
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		14.5		19.3	0.3			10.6	11.3	0.0		10.6
LOS		B		B	A			B	B	A		B
Approach Delay		14.5			4.4				11.2			
Approach LOS		B			A				B			
Queue Length 50th (ft)		24		4	0			8	26	0		1
Queue Length 95th (ft)		75		19	0			49	132	0		14
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115		285		110
Base Capacity (vph)		1152		1065	1336			600	3754	1216		730
Starvation Cap Reductn		0		0	0			0	0	0		0
Spillback Cap Reductn		0		0	0			0	0	0		0
Storage Cap Reductn		0		0	0			0	0	0		0
Reduced v/c Ratio		0.14		0.02	0.04			0.12	0.16	0.00		0.02

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 60.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 15.5
 Intersection LOS: B



Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	24.6	
Actuated g/C Ratio	0.41	
v/c Ratio	0.58	
Control Delay	18.7	
Queue Delay	0.0	
Total Delay	18.7	
LOS	B	
Approach Delay	18.6	
Approach LOS	B	
Queue Length 50th (ft)	112	
Queue Length 95th (ft)	305	
Internal Link Dist (ft)	313	
Turn Bay Length (ft)		
Base Capacity (vph)	3802	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.32	

Intersection Summary





















Intersection Capacity Utilization 56.4%

ICU Level of Service B













Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	884	5	524	3	0	36	0	637	1	216	7	517
Future Volume (vph)	884	5	524	3	0	36	0	637	1	216	7	517
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		0	0		0		140	
Storage Lanes	2		1	2		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor								1.00			1.00	
Frt			0.850			0.850						
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3502	1900	1583	3502	0	1615	0	6408	0	0	1797	3574
Flt Permitted	0.950			0.950							0.214	
Satd. Flow (perm)	3502	1900	1583	3502	0	1615	0	6408	0	0	404	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			581			100						
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			462			581				476
Travel Time (s)		15.0			10.5			11.3				9.3
Confl. Peds. (#/hr)							7		1		1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	2%	2%	0%	0%	14%	1%
Adj. Flow (vph)	1105	6	655	4	0	45	0	796	1	270	9	646
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1105	6	655	4	0	45	0	797	0	0	279	646
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)								0.0				0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	7
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		2						0				0
Act Effct Green (s)	37.4	11.2	93.5	20.4		20.4		24.2			43.9	43.9
Actuated g/C Ratio	0.40	0.12	1.00	0.22		0.22		0.26			0.47	0.47
v/c Ratio	0.79	0.03	0.41	0.01		0.10		0.48			0.71	0.38
Control Delay	30.5	36.4	0.8	34.0		0.5		30.9			26.3	16.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	30.5	36.4	0.8	34.0		0.5		30.9			26.3	16.9
LOS	C	D	A	C		A		C			C	B
Approach Delay		19.5			3.2			30.9				19.7
Approach LOS		B			A			C				B
Queue Length 50th (ft)	287	3	0	1		0		121			106	132
Queue Length 95th (ft)	370	12	0	6		0		140			139	148
Internal Link Dist (ft)		908			382			501				396
Turn Bay Length (ft)			700								140	
Base Capacity (vph)	2506	618	1583	1282		654		2779			800	3245
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.44	0.01	0.41	0.00		0.07		0.29			0.35	0.20

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 93.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 21.9
 Intersection Capacity Utilization 81.0%
 Intersection LOS: C
 ICU Level of Service D



Lane Group SBR

- Turn Type
- Protected Phases
- Permitted Phases
- Detector Phase
- Switch Phase
- Minimum Initial (s)
- Minimum Split (s)
- Total Split (s)
- Total Split (%)
- Maximum Green (s)
- Yellow Time (s)
- All-Red Time (s)
- Lost Time Adjust (s)
- Total Lost Time (s)
- Lead/Lag
- Lead-Lag Optimize?
- Vehicle Extension (s)
- Recall Mode
- Walk Time (s)
- Flash Dont Walk (s)
- Pedestrian Calls (#/hr)
- Act Effct Green (s)
- Actuated g/C Ratio
- v/c Ratio
- Control Delay
- Queue Delay
- Total Delay
- LOS
- Approach Delay
- Approach LOS
- Queue Length 50th (ft)
- Queue Length 95th (ft)
- Internal Link Dist (ft)
- Turn Bay Length (ft)
- Base Capacity (vph)
- Starvation Cap Reductn
- Spillback Cap Reductn
- Storage Cap Reductn
- Reduced v/c Ratio

Intersection Summary













Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	409	454	64	10	301	119	0	0	112
Future Volume (vph)	0	0	0	409	454	64	10	301	119	0	0	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor					1.00	0.99		0.99				1.00
Frt					0.998	0.850						0.979
Flt Protected				0.950	0.989			0.950				
Satd. Flow (prot)	0	0	0	1626	3169	1470	0	3468	3610	0	0	3524
Flt Permitted				0.950	0.989			0.950				
Satd. Flow (perm)	0	0	0	1626	3169	1449	0	3443	3610	0	0	3524
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					1	77						10
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)						1		4			2	
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	460	510	72	11	338	134	0	0	126
Shared Lane Traffic (%)				31%		10%						
Lane Group Flow (vph)	0	0	0	317	660	65	0	349	134	0	0	146
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	18	
Future Volume (vph)	18	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	4	
Confl. Bikes (#/hr)	1	
Peak Hour Factor	0.89	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	20	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					1	1			0			0
Act Effct Green (s)				36.2	41.5	41.5		16.7	35.6			11.7
Actuated g/C Ratio				0.39	0.45	0.45		0.18	0.39			0.13
v/c Ratio				0.49	0.50	0.09		0.55	0.10			0.32
Control Delay				28.8	21.3	2.9		39.6	20.2			39.3
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				28.8	21.3	2.9		39.6	20.2			39.3
LOS				C	C	A		D	C			D
Approach Delay					22.4				34.2			39.3
Approach LOS					C				C			D
Queue Length 50th (ft)				124	137	0		84	22			33
Queue Length 95th (ft)				403	230	17		193	65			94
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				648	1879	1248		987	2753			1410
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.49	0.35	0.05		0.35	0.05			0.10

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 91.7
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 27.3

Intersection LOS: C

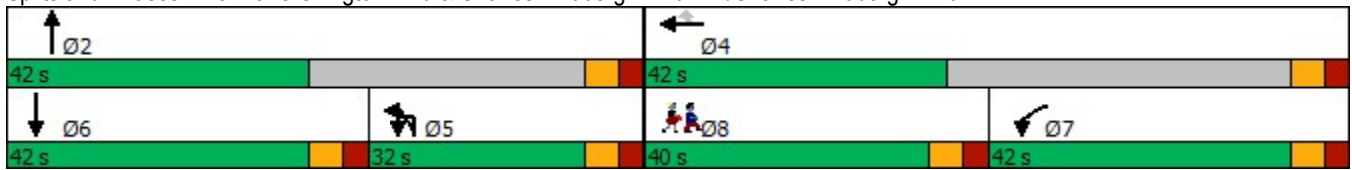
Lane Group	SBR	Ø8
Detector 2 Extend (s)		
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		











Intersection Capacity Utilization 58.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1507	26	0	1117	0	47
Future Volume (vph)	1507	26	0	1117	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.81	0.81	1.00	0.86	1.00	0.88
Frt		0.850				0.850
Flt Protected						
Satd. Flow (prot)	6094	1168	0	6471	0	2682
Flt Permitted						
Satd. Flow (perm)	6094	1168	0	6471	0	2682
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	451	
Travel Time (s)	9.8			1.9	10.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	12%	2%	1%	2%	6%
Adj. Flow (vph)	1816	31	0	1346	0	57
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	1819	28	0	1346	0	57
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 32.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1554	900	112	0	217
Future Volume (vph)	0	1554	900	112	0	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.81	0.86	0.86	1.00	1.00
Frt			0.983			0.865
Flt Protected						
Satd. Flow (prot)	0	7619	6292	0	0	1627
Flt Permitted						
Satd. Flow (perm)	0	7619	6292	0	0	1627
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	1%	2%	3%	0%	1%
Adj. Flow (vph)	0	1872	1084	135	0	261
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1872	1219	0	0	261
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	












Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 35.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	342	0	96	495	939	249
Future Volume (vph)	342	0	96	495	939	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3400	0	1752	3471	3574	1553
Flt Permitted	0.950		0.208			
Satd. Flow (perm)	3400	0	384	3471	3574	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						262
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		3				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	3%	4%	1%	4%
Adj. Flow (vph)	360	0	101	521	988	262
Shared Lane Traffic (%)						
Lane Group Flow (vph)	360	0	101	521	988	262
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	10.8		30.3	29.1	20.4	20.4
Actuated g/C Ratio	0.21		0.58	0.56	0.39	0.39
v/c Ratio	0.51		0.28	0.27	0.71	0.34
Control Delay	21.9		10.9	6.5	19.0	3.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	21.9		10.9	6.5	19.0	3.8
LOS	C		B	A	B	A
Approach Delay	21.9			7.2	15.8	
Approach LOS	C			A	B	
Queue Length 50th (ft)	53		13	37	137	0
Queue Length 95th (ft)	91		33	67	#265	42
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1657		758	2858	1394	765
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.22		0.13	0.18	0.71	0.34

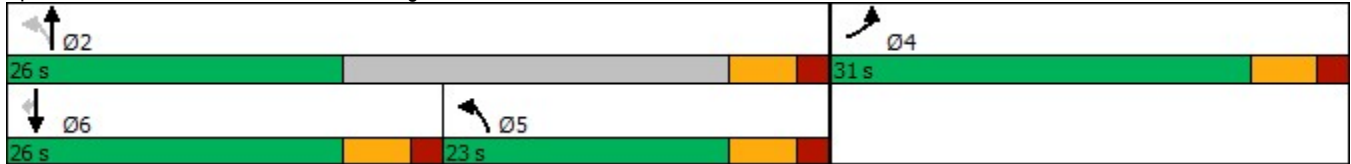
Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 52.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 14.4
 Intersection Capacity Utilization 56.7%
 Intersection LOS: B
 ICU Level of Service B

Analysis Period (min) 15






























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

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke













Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		  				  		 	 		 	 
Traffic Volume (vph)	140	1287	243	9	70	1424	129	374	357	125	284	551
Future Volume (vph)	140	1287	243	9	70	1424	129	374	357	125	284	551
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00				1.00	1.00		1.00	1.00		1.00	
Frt			0.850			0.988			0.961			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1787	5085	1615	0	1758	6324	0	3467	3284	0	3502	3539
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1787	5085	1615	0	1757	6324	0	3465	3284	0	3497	3539
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	1		2		2		1	1		2	2	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	0%	0%	3%	2%	2%	1%	6%	3%	0%	2%
Adj. Flow (vph)	147	1355	256	9	74	1499	136	394	376	132	299	580
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	1355	256	0	83	1635	0	394	508	0	299	580
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	272
Future Volume (vph)	272
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.95
Heavy Vehicles (%)	1%
Adj. Flow (vph)	286
Shared Lane Traffic (%)	
Lane Group Flow (vph)	286
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	34.0	60.0		34.0	34.0	60.0		34.0	42.0		34.0	42.0
Total Split (%)	20.0%	35.3%		20.0%	20.0%	35.3%		20.0%	24.7%		20.0%	24.7%
Maximum Green (s)	26.7	53.0		26.7	26.7	53.0		27.0	34.0		27.0	34.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				1			1			1
Act Effct Green (s)	19.2	71.6	101.7		13.4	65.7		23.1	36.9		18.9	32.6
Actuated g/C Ratio	0.11	0.42	0.60		0.08	0.39		0.14	0.22		0.11	0.19
v/c Ratio	0.73	0.63	0.27		0.60	0.67		0.83	0.71		0.77	0.85
Control Delay	92.6	41.9	18.1		89.3	65.6		87.2	67.7		86.8	79.3
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	92.6	41.9	18.1		89.3	65.6		87.2	67.7		86.8	79.3
LOS	F	D	B		F	E		F	E		F	E
Approach Delay		42.7				66.7			76.2			73.2
Approach LOS		D				E			E			E
Queue Length 50th (ft)	161	446	136		98	478		223	273		169	327
Queue Length 95th (ft)	234	541	205		147	596		279	347		218	404
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	280	2140	1002		276	2444		550	723		556	715
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.53	0.63	0.26		0.30	0.67		0.72	0.70		0.54	0.81

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 128 (75%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	59.2
Actuated g/C Ratio	0.35
v/c Ratio	0.51
Control Delay	46.6
Queue Delay	0.0
Total Delay	46.6
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	248
Queue Length 95th (ft)	327
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	612
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.47

Intersection Summary

Intersection Signal Delay: 62.0
 Intersection Capacity Utilization 87.8%
 Analysis Period (min) 15













Intersection LOS: E
 ICU Level of Service E

Splits and Phases: 12: Merrick Ave & Hempstead Tpke












Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	12	1823	24	21	8	1608	0	0	
Future Volume (vph)	12	1823	24	21	8	1608	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.998							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4859	0	0	1685	4916	0	0	
Flt Permitted	0.136				0.103				
Satd. Flow (perm)	241	4859	0	0	183	4916	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		3							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			7		7				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	3%	0%	0%	0%	2%	2%	2%	
Adj. Flow (vph)	12	1879	25	22	8	1658	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	12	1904	0	0	30	1658	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				
Detector Phase	2	2		6	6	6			

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024




										Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR		
Switch Phase										
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0				10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0				33.0
Total Split (s)	137.0	137.0		137.0	137.0	137.0				33.0
Total Split (%)	80.6%	80.6%		80.6%	80.6%	80.6%				19%
Maximum Green (s)	130.0	130.0		130.0	130.0	130.0				30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0				2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0				1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0				
Total Lost Time (s)	7.0	7.0			7.0	7.0				
Lead/Lag										
Lead-Lag Optimize?										
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2				0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max				None
Walk Time (s)										7.0
Flash Dont Walk (s)										30.0
Pedestrian Calls (#/hr)										1
Act Effct Green (s)	162.0	162.0			162.0	162.0				
Actuated g/C Ratio	0.95	0.95			0.95	0.95				
v/c Ratio	0.05	0.41			0.17	0.35				
Control Delay	2.3	2.0			3.2	0.9				
Queue Delay	0.0	0.0			0.0	0.0				
Total Delay	2.3	2.0			3.2	0.9				
LOS	A	A			A	A				
Approach Delay		2.0				0.9				
Approach LOS		A				A				
Queue Length 50th (ft)	0	27			0	0				
Queue Length 95th (ft)	m3	136			8	75				
Internal Link Dist (ft)		1107				987		130		
Turn Bay Length (ft)	120				125					
Base Capacity (vph)	230	4630			174	4685				
Starvation Cap Reductn	0	0			0	0				
Spillback Cap Reductn	0	0			0	0				
Storage Cap Reductn	0	0			0	0				
Reduced v/c Ratio	0.05	0.41			0.17	0.35				

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 163 (96%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 1.5
 Intersection Capacity Utilization 41.6%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.















Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R)	 Ø3
137 s	33 s
 Ø6 (R)	
137 s	









Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	43	1668	135	10	39	1574	41	33
Future Volume (vph)	43	1668	135	10	39	1574	41	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99
Frt		0.989						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1805	5028	0	0	1805	5085	1805	1568
Flt Permitted	0.132				0.950		0.950	
Satd. Flow (perm)	251	5028	0	0	1802	5085	1805	1547
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		15						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			4		4			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	0%	2%	0%	3%
Adj. Flow (vph)	46	1794	145	11	42	1692	44	35
Shared Lane Traffic (%)								
Lane Group Flow (vph)	46	1939	0	0	53	1692	44	35
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0

Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	114.0	114.0		20.0	20.0	134.0	36.0	36.0
Total Split (%)	67.1%	67.1%		11.8%	11.8%	78.8%	21.2%	21.2%
Maximum Green (s)	107.0	107.0		15.0	15.0	127.0	29.0	29.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							1	1
Act Effct Green (s)	135.0	135.0			9.4	147.3	12.7	12.7
Actuated g/C Ratio	0.79	0.79			0.06	0.87	0.07	0.07
v/c Ratio	0.23	0.49			0.54	0.38	0.33	0.30
Control Delay	7.9	5.2			102.6	0.4	77.9	77.6
Queue Delay	0.0	0.4			0.0	0.0	0.0	0.0
Total Delay	7.9	5.6			102.6	0.5	77.9	77.6
LOS	A	A			F	A	E	E
Approach Delay		5.6				3.6	77.7	
Approach LOS		A				A	E	
Queue Length 50th (ft)	11	184			62	7	48	38
Queue Length 95th (ft)	20	247			m97	m21	84	71
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	199	3995			159	4406	307	263
Starvation Cap Reductn	0	0			0	657	0	0
Spillback Cap Reductn	0	1265			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.23	0.71			0.33	0.45	0.14	0.13

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 161 (95%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 6.2
 Intersection LOS: A





















Intersection Capacity Utilization 57.3% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke



Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	25	1587	172	6	97	1341	210	230	100	30	573
Future Volume (vph)	2	25	1587	172	6	97	1341	210	230	100	30	573
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor		1.00	1.00			1.00			1.00			
Frt			0.985					0.850		0.965		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4840	0	0	1745	4916	1531	3319	1747	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1744	4840	0	0	1744	4916	1531	3314	1747	0	3385
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)		1		2			2		1	2		
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	2%	2%	2%	1%	3%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	2	27	1688	183	6	103	1427	223	245	106	32	610
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	1871	0	0	109	1427	223	245	138	0	610
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	303	42
Future Volume (vph)	303	42
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	1800	0
Flt Permitted		
Satd. Flow (perm)	1800	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Parking (#/hr)		
Adj. Flow (vph)	322	45
Shared Lane Traffic (%)		
Lane Group Flow (vph)	367	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	

Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	27	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	27	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0
Total Split (s)	26.0	26.0	60.0		26.0	26.0	60.0		42.0	42.0		42.0
Total Split (%)	15.3%	15.3%	35.3%		15.3%	15.3%	35.3%		24.7%	24.7%		24.7%
Maximum Green (s)	19.0	19.0	52.0		18.0	18.0	52.0		34.0	34.0		34.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0			8.0	8.0		8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			1				0					0
Act Effct Green (s)		7.4	67.0			18.0	81.0	123.0	19.0	19.0		34.0
Actuated g/C Ratio		0.04	0.39			0.11	0.48	0.72	0.11	0.11		0.20
v/c Ratio		0.39	0.98			0.59	0.61	0.20	0.66	0.71		0.90
Control Delay		94.1	72.5			86.5	35.6	9.4	80.7	91.8		83.5
Queue Delay		0.0	1.8			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		94.1	74.3			86.5	35.6	9.4	80.7	91.8		83.5
LOS		F	E			F	D	A	F	F		F
Approach Delay			74.6				35.5			84.7		
Approach LOS			E				D			F		
Queue Length 50th (ft)		32	639			118	435	78	137	151		346
Queue Length 95th (ft)		m61	#923			190	541	138	179	222		#450
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		195	1908			184	2342	1107	663	349		677
Starvation Cap Reductn		0	20			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.15	0.99			0.59	0.61	0.20	0.37	0.40		0.90

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 123 (72%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 110

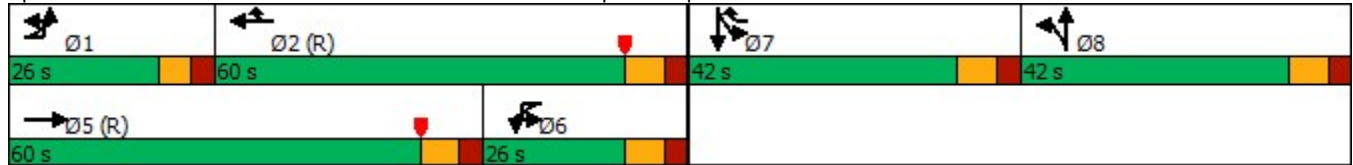
Lane Group	SBT	SBR
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	13.0	
Total Split (s)	42.0	
Total Split (%)	24.7%	
Maximum Green (s)	34.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	34.0	
Actuated g/C Ratio	0.20	
v/c Ratio	1.02	
Control Delay	117.5	
Queue Delay	0.0	
Total Delay	117.5	
LOS	F	
Approach Delay	96.3	
Approach LOS	F	
Queue Length 50th (ft)	~431	
Queue Length 95th (ft)	#648	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	360	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	1.02	
Intersection Summary		

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 65.9
 Intersection Capacity Utilization 93.0%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F




















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

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke



Lanes, Volumes, Timings
 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

Existing Weekday PM peak hour
 05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	145	59	772	2	6	20	5	111	554	12	30	783
Future Volume (vph)	145	59	772	2	6	20	5	111	554	12	30	783
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0		420		0	105	
Storage Lanes	0		2	0		0		2		0	1	
Taper Length (ft)	0			0				80			70	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00	0.98		0.99			1.00	1.00		0.99	1.00
Frt			0.850		0.902				0.997			0.991
Flt Protected		0.966			0.997			0.950			0.950	
Satd. Flow (prot)	0	1812	2814	0	1629	0	0	3036	3495	0	1805	3496
Flt Permitted		0.770			0.981			0.146			0.427	
Satd. Flow (perm)	0	1439	2756	0	1603	0	0	466	3495	0	807	3496
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			52		21				4			8
Link Speed (mph)		40			30				40			40
Link Distance (ft)		756			287				1121			822
Travel Time (s)		12.9			6.5				19.1			14.0
Confl. Peds. (#/hr)	6					6		2		8	8	
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	1%	0%	17%	0%	0%	12%	3%	0%	0%	2%
Adj. Flow (vph)	153	62	813	2	6	21	5	117	583	13	32	824
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	813	0	29	0	0	122	596	0	32	879
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			0				36			32
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		24			16				28			40
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	1	1	1	2		1	1	2		1	2
Detector Template	Left			Left			Left		Thru			Thru
Leading Detector (ft)	20	30	25	20	22		20	25	100		25	100
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	30	25	20	6		20	25	6		25	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					12				94			94
Detector 2 Size(ft)					10				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	52
Future Volume (vph)	52
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	6%
Adj. Flow (vph)	55
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lanes, Volumes, Timings
 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)						0.0			0.0			0.0
Turn Type	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm	NA
Protected Phases		4			8		5	5	2			6
Permitted Phases	4		4 5	8			2	2			6	
Detector Phase	4	4	4 5	8	8		5	5	2		6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0	20.0
Minimum Split (s)	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0	26.0
Total Split (s)	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0	34.0
Total Split (%)	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%	37.8%
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			5.0	6.0		6.0	6.0
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2	0.2
Recall Mode	None	None		None	None		None	None	Min		Min	Min
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	22.0	22.0		22.0	22.0							
Pedestrian Calls (#/hr)	1	1		3	3							
Act Effct Green (s)		20.4	35.0		20.4			37.9	36.9		22.3	22.3
Actuated g/C Ratio		0.29	0.50		0.29			0.54	0.53		0.32	0.32
v/c Ratio		0.51	0.58		0.06			0.20	0.32		0.12	0.78
Control Delay		25.7	13.0		10.6			9.4	10.4		21.0	28.2
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Delay		25.7	13.0		10.6			9.4	10.4		21.0	28.2
LOS		C	B		B			A	B		C	C
Approach Delay		15.6			10.6				10.2			28.0
Approach LOS		B			B				B			C
Queue Length 50th (ft)		70	109		2			11	67		9	168
Queue Length 95th (ft)		157	198		21			28	128		35	304
Internal Link Dist (ft)		676			207				1041			742
Turn Bay Length (ft)								420			105	
Base Capacity (vph)		545	1796		620			1009	2723		332	1443
Starvation Cap Reductn		0	0		0			0	0		0	0
Spillback Cap Reductn		0	0		0			0	0		0	0
Storage Cap Reductn		0	0		0			0	0		0	0
Reduced v/c Ratio		0.39	0.45		0.05			0.12	0.22		0.10	0.61

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 69.6
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78

Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 18.3
 Intersection Capacity Utilization 83.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	30	1200	107	23	131	1406	46	118	73	156	85
Future Volume (vph)	11	30	1200	107	23	131	1406	46	118	73	156	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.98		0.97	0.97	0.98
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.970		0.950
Satd. Flow (prot)	0	1649	4893	1492	0	1805	5036	1507	0	1699	1492	1685
Flt Permitted		0.950				0.950				0.765		0.468
Satd. Flow (perm)	0	1647	4893	1457	0	1802	5036	1484	0	1305	1441	817
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		3		3		5	53		25	25
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	6%	1%	0%	0%	3%	0%	2%	0%	1%	0%
Adj. Flow (vph)	13	34	1364	122	26	149	1598	52	134	83	177	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	1364	122	0	175	1598	52	0	217	177	97
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	70	36
Future Volume (vph)	70	36
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.94
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1756	1507
Flt Permitted		
Satd. Flow (perm)	1756	1417
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		53
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	80	41
Shared Lane Traffic (%)		
Lane Group Flow (vph)	80	41
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									18	18	18	2
Act Effct Green (s)		9.7	82.4	82.4		19.5	94.8	94.8		36.1	36.1	36.1
Actuated g/C Ratio		0.06	0.52	0.52		0.12	0.59	0.59		0.23	0.23	0.23
v/c Ratio		0.47	0.54	0.16		0.80	0.54	0.06		0.74	0.54	0.53
Control Delay		84.2	18.5	17.3		101.9	8.4	8.2		71.6	59.5	63.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		84.2	18.5	17.3		101.9	8.4	8.2		71.6	59.5	63.0
LOS		F	B	B		F	A	A		E	E	E
Approach Delay			20.4				17.3			66.2		
Approach LOS			C				B			E		
Queue Length 50th (ft)		45	222	51		193	147	13		199	154	84
Queue Length 95th (ft)		m80	260	85		m269	156	m19		287	228	144
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		257	2519	750		282	2983	879		358	396	224
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.18	0.54	0.16		0.62	0.54	0.06		0.61	0.45	0.43

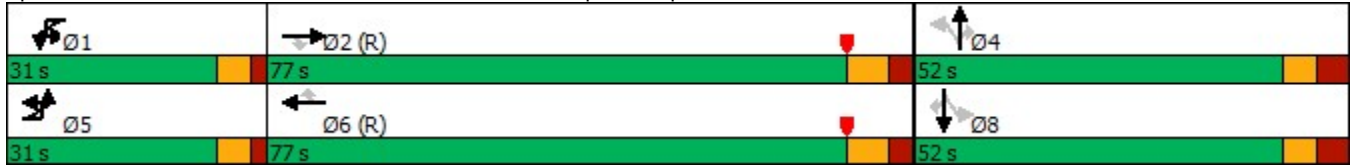
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	36.1	36.1
Actuated g/C Ratio	0.23	0.23
v/c Ratio	0.20	0.13
Control Delay	48.8	46.4
Queue Delay	0.0	0.0
Total Delay	48.8	46.4
LOS	D	D
Approach Delay	54.7	
Approach LOS	D	
Queue Length 50th (ft)	64	32
Queue Length 95th (ft)	109	65
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	482	389
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.17	0.11
Intersection Summary		

Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 25.4
 Intersection Capacity Utilization 125.2%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke



Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	141	1005	11	21	19	1308	223	19	42	24	298
Future Volume (vph)	3	141	1005	11	21	19	1308	223	19	42	24	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.98		1.00		
Frt				0.850				0.850		0.962		
Flt Protected		0.950				0.950				0.989		0.950
Satd. Flow (prot)	0	3189	3505	1615	0	1805	3539	1524	0	1745	0	3335
Flt Permitted		0.950				0.950				0.867		0.950
Satd. Flow (perm)	0	3188	3505	1615	0	1805	3539	1500	0	1524	0	3335
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								232				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		2						2	18			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	3%	0%	0%	0%	2%	6%	5%	5%	0%	5%
Adj. Flow (vph)	3	147	1047	11	22	20	1363	232	20	44	25	310
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	1047	11	0	42	1363	232	0	89	0	310
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												

Lane Group	SBT	SBR	Ø2
Lane Configurations			
Traffic Volume (vph)	29	319	
Future Volume (vph)	29	319	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.97	0.97	
Frt	0.875	0.850	
Flt Protected			
Satd. Flow (prot)	1475	1461	
Flt Permitted			
Satd. Flow (perm)	1475	1414	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		18	
Confl. Bikes (#/hr)			
Peak Hour Factor	0.96	0.96	
Heavy Vehicles (%)	0%	5%	
Adj. Flow (vph)	30	332	
Shared Lane Traffic (%)		46%	
Lane Group Flow (vph)	183	179	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0
Total Split (%)	12.5%	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%
Maximum Green (s)	13.0	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												1
Act Effct Green (s)		11.4	81.5	81.5		12.6	82.8	114.8		12.8		25.0
Actuated g/C Ratio		0.07	0.51	0.51		0.08	0.52	0.72		0.08		0.16
v/c Ratio		0.66	0.59	0.01		0.30	0.74	0.20		0.73		0.60
Control Delay		86.5	30.7	23.5		55.7	18.8	1.7		102.9		66.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		86.5	30.7	23.5		55.7	18.8	1.7		102.9		66.7
LOS		F	C	C		E	B	A		F		E
Approach Delay			37.5				17.3			102.9		
Approach LOS			D				B			F		
Queue Length 50th (ft)		79	406	6		45	249	19		92		157
Queue Length 95th (ft)		120	532	19		m85	858	44		#174		196
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		261	1786	823		146	1839	1204		138		708
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.57	0.59	0.01		0.29	0.74	0.19		0.64		0.44

Intersection Summary






Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81

Lane Group	SBT	SBR	Ø2
Detector 2 Extend (s)	0.0	0.0	
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	1	1	0
Act Effct Green (s)	25.0	25.0	
Actuated g/C Ratio	0.16	0.16	
v/c Ratio	0.80	0.81	
Control Delay	88.0	90.9	
Queue Delay	0.0	0.0	
Total Delay	88.0	90.9	
LOS	F	F	
Approach Delay	78.9		
Approach LOS	E		
Queue Length 50th (ft)	196	192	
Queue Length 95th (ft)	276	272	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	313	300	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.58	0.60	

Intersection Summary























Intersection Signal Delay: 37.7
 Intersection Capacity Utilization 92.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke

 Ø1 20 s	 Ø2 (R) 58 s	 Ø3 20 s	 Ø4 41 s	 Ø7 21 s
 Ø5 (R) 78 s				













Lanes, Volumes, Timings
19: Merrick Ave & Front St

Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	343	178	153	373	77	184	490	147	217	1149	189
Future Volume (vph)	136	343	178	153	373	77	184	490	147	217	1149	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor			0.98	1.00								0.99
Frt			0.850		0.974			0.965				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	1722	1478	1668	3197	0	1668	3236	0	1728	3610	1487
Flt Permitted	0.343			0.212			0.105			0.327		
Satd. Flow (perm)	585	1722	1448	371	3197	0	184	3236	0	595	3610	1466
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		14							
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		552			635			457			1121	
Travel Time (s)		9.4			10.8			7.8			19.1	
Confl. Peds. (#/hr)			5	5			1					1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	3%	2%	1%	3%	1%	1%	5%	1%	1%	0%	5%
Parking (#/hr)									0			
Adj. Flow (vph)	139	350	182	156	381	79	188	500	150	221	1172	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	350	182	156	460	0	188	650	0	221	1172	193
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
19: Merrick Ave & Front St

Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	20.0		5.0	20.0	20.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	28.0		10.0	28.0	28.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		0			2			0	0
Act Effct Green (s)	50.0	33.8	33.8	50.8	34.3		82.2	65.8		82.7	66.0	66.0
Actuated g/C Ratio	0.33	0.22	0.22	0.33	0.22		0.54	0.43		0.54	0.43	0.43
v/c Ratio	0.50	0.92	0.46	0.66	0.63		0.82	0.47		0.52	0.75	0.31
Control Delay	42.0	89.0	28.6	49.6	57.9		53.7	32.9		21.2	40.9	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	42.0	89.0	28.6	49.6	57.9		53.7	32.9		21.2	40.9	31.0
LOS	D	F	C	D	E		D	C		C	D	C
Approach Delay		62.9			55.8			37.6			37.0	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	103	367	74	116	226		100	251		109	541	132
Queue Length 95th (ft)	162	#577	157	180	296		#221	316		160	640	200
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	309	397	411	264	755		258	1497		448	1668	677
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.45	0.88	0.44	0.59	0.61		0.73	0.43		0.49	0.70	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 153.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92

Intersection Signal Delay: 44.9
 Intersection Capacity Utilization 91.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 19: Merrick Ave & Front St

↙ Ø1	→ Ø2	↘ Ø3	↓ Ø4
21 s	43 s	21 s	78 s
↗ Ø5	← Ø6	↙ Ø7	↑ Ø8
21 s	43 s	21 s	78 s













Lanes, Volumes, Timings
20: Uniondale Ave & Front St

Existing Weekday PM peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	457	116	226	447	32	135	335	189	39	361	28
Future Volume (vph)	121	457	116	226	447	32	135	335	189	39	361	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97		0.96		0.99			0.99		0.99	1.00	
Frt			0.850		0.990			0.946			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1568	1787	1833	0	1805	1715	0	1752	1816	0
Flt Permitted	0.473			0.186			0.187			0.349		
Satd. Flow (perm)	854	1863	1504	350	1833	0	355	1715	0	640	1816	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								24			3	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	21		6	6		21	12		7	7		12
Confl. Bikes (#/hr)			4									1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	3%	1%	2%	3%	0%	4%	2%	3%	3%	4%
Parking (#/hr)						0						
Adj. Flow (vph)	127	481	122	238	471	34	142	353	199	41	380	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	481	122	238	505	0	142	552	0	41	409	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lanes, Volumes, Timings
 20: Uniondale Ave & Front St

Existing Weekday PM peak hour
 05/28/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4				8
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		28.0	28.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	4	4	4		2			2		7	7	
Act Effct Green (s)	35.7	35.7	35.7	52.6	51.6		45.6	44.6		29.4	29.4	
Actuated g/C Ratio	0.33	0.33	0.33	0.48	0.48		0.42	0.41		0.27	0.27	
v/c Ratio	0.45	0.78	0.25	0.76	0.58		0.50	0.77		0.24	0.83	
Control Delay	34.4	42.6	27.7	33.5	23.3		28.8	36.8		40.5	54.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	34.4	42.6	27.7	33.5	23.3		28.8	36.8		40.5	54.8	
LOS	C	D	C	C	C		C	D		D	D	
Approach Delay		38.7			26.6			35.2			53.5	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	72	312	64	98	253		62	318		23	274	
Queue Length 95th (ft)	130	436	110	#158	354		130	#609		65	#543	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	443	966	780	332	1244		313	773		181	516	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.29	0.50	0.16	0.72	0.41		0.45	0.71		0.23	0.79	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 108.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83

Intersection Signal Delay: 36.9
 Intersection Capacity Utilization 95.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: Uniondale Ave & Front St















Lanes, Volumes, Timings
21: California Ave & Front St

Existing Weekday PM peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	661	21	17	554	31	38	40	12	89	141	54
Future Volume (vph)	63	661	21	17	554	31	38	40	12	89	141	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.995			0.992			0.982			0.974	
Flt Protected	0.950			0.950				0.979			0.985	
Satd. Flow (prot)	1685	1729	0	1685	1737	0	0	1913	0	0	2025	0
Flt Permitted	0.340			0.270				0.753			0.867	
Satd. Flow (perm)	601	1729	0	477	1737	0	0	1464	0	0	1773	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	10		12	12		10	10		8	8		10
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	1%	3%	0%	3%	0%	1%	1%	2%
Parking (#/hr)						0						
Adj. Flow (vph)	66	696	22	18	583	33	40	42	13	94	148	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	718	0	18	616	0	0	95	0	0	299	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
 21: California Ave & Front St

Existing Weekday PM peak hour
 05/28/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex				Cl+Ex		Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Turn Type	Perm	NA	Perm		NA	Perm		NA	Perm		NA	
Protected Phases	2		6		8		8		4		4	
Permitted Phases	2	6		8		4		4				
Detector Phase	2	2	6		6		8		8		4	
Switch Phase												
Minimum Initial (s)	30.0	30.0	30.0		30.0		10.0		10.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		36.0		15.5		15.5		15.5	
Total Split (s)	61.0	61.0	61.0		61.0		28.5		28.5		28.5	
Total Split (%)	68.2%	68.2%	68.2%		68.2%		31.8%		31.8%		31.8%	
Maximum Green (s)	55.0	55.0	55.0		55.0		23.0		23.0		23.0	
Yellow Time (s)	4.0	4.0	4.0		4.0		3.5		3.5		3.5	
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0		2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0		0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0		5.5		5.5		5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0		5.0		3.0		3.0		3.0	
Recall Mode	Min	Min	Min		Min		None		None		None	
Walk Time (s)							7.0		7.0		7.0	
Flash Dont Walk (s)							12.0		12.0		12.0	
Pedestrian Calls (#/hr)							4		4		3	
Act Effct Green (s)	40.3	40.3	40.3		40.3		16.5		16.5		16.5	
Actuated g/C Ratio	0.59	0.59	0.59		0.59		0.24		0.24		0.24	
v/c Ratio	0.19	0.71	0.06		0.61		0.27		0.27		0.71	
Control Delay	8.8	15.2	7.5		12.5		25.9		25.9		35.6	
Queue Delay	0.0	0.0	0.0		0.0		0.0		0.0		0.0	
Total Delay	8.8	15.2	7.5		12.5		25.9		25.9		35.6	
LOS	A	B	A		B		C		C		D	
Approach Delay	14.7				12.4		25.9		25.9		35.6	
Approach LOS	B				B		C		C		D	
Queue Length 50th (ft)	11	187	3		146		31		31		109	
Queue Length 95th (ft)	35	370	13		286		85		85		239	
Internal Link Dist (ft)	178				181		328		328		459	
Turn Bay Length (ft)	45		50									
Base Capacity (vph)	494	1422	392		1429		513		513		621	
Starvation Cap Reductn	0	0	0		0		0		0		0	
Spillback Cap Reductn	0	0	0		0		0		0		0	
Storage Cap Reductn	0	0	0		0		0		0		0	
Reduced v/c Ratio	0.13	0.50	0.05		0.43		0.19		0.19		0.48	

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 68.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 17.9

Intersection Capacity Utilization 80.4%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	59	761	0	471	802	46	3	21	240	0	24	423
Future Volume (vph)	59	761	0	471	802	46	3	21	240	0	24	423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.98			0.99	1.00							
Frt					0.992							0.980
Flt Protected	0.950			0.950				0.950				0.998
Satd. Flow (prot)	1752	3471	0	1703	3468	0	0	1736	1881	0	0	3449
Flt Permitted	0.312			0.176				0.277				0.902
Satd. Flow (perm)	566	3471	0	311	3468	0	0	506	1881	0	0	3117
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	42		46	46		42						
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	4%	0%	6%	3%	0%	33%	0%	1%	0%	4%	2%
Adj. Flow (vph)	61	793	0	491	835	48	3	22	250	0	25	441
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	793	0	491	883	0	0	25	250	0	0	539
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		0	0	0		1	0
Detector Template	Left			Left							Left	
Leading Detector (ft)	30	0		20	0		20	0	0		20	0
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		0	0	0		20	0
Detector 1 Type	Cl+Ex			Cl+Ex							Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	70
Future Volume (vph)	70
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	4%
Adj. Flow (vph)	73
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		32.0	32.0	32.0		14.0	14.0
Total Split (s)	31.0	50.0		31.0	50.0		39.0	39.0	39.0		39.0	39.0
Total Split (%)	25.8%	41.7%		25.8%	41.7%		32.5%	32.5%	32.5%		32.5%	32.5%
Maximum Green (s)	26.0	44.0		26.0	44.0		33.0	33.0	33.0		33.0	33.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		1					15	15	15			
Act Effct Green (s)	60.2	40.8		79.3	55.9			28.7	28.7			28.7
Actuated g/C Ratio	0.50	0.34		0.66	0.47			0.24	0.24			0.24
v/c Ratio	0.13	0.67		0.83	0.55			0.21	0.56			0.72
Control Delay	5.8	20.7		35.3	26.6			32.4	37.4			47.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	2.7			0.0
Total Delay	5.8	20.7		35.3	26.6			32.4	40.1			47.5
LOS	A	C		D	C			C	D			D
Approach Delay		19.7			29.7				39.4			47.5
Approach LOS		B			C				D			D
Queue Length 50th (ft)	10	101		238	252			12	121			201
Queue Length 95th (ft)	m17	216		#523	384			24	151			250
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	576	1318		593	1622			140	521			863
Starvation Cap Reductn	0	0		0	0			0	168			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.11	0.60		0.83	0.54			0.18	0.71			0.62

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 30.9
 Intersection Capacity Utilization 93.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service F

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

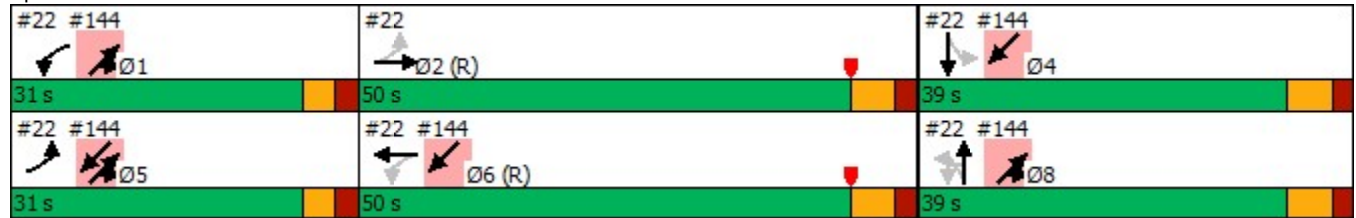
Lane Group SBR

Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

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













Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave



Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

Existing Weekday PM peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	699	48	154	619	77	92	563	138	143	815	97
Future Volume (vph)	100	699	48	154	619	77	92	563	138	143	815	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.95	0.99		0.97	0.98		0.98	0.98		0.97	0.99	
Frt		0.990			0.983			0.970			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3450	0	1787	3373	0	1770	3336	0	1770	3473	0
Flt Permitted	0.199			0.132			0.169			0.250		
Satd. Flow (perm)	354	3450	0	242	3373	0	310	3336	0	452	3473	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			11			26			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	133		85	85		133	83		89	89		83
Confl. Bikes (#/hr)			1									3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	3%	0%	1%	3%	4%	2%	3%	0%	2%	1%	1%
Parking (#/hr)						0						
Adj. Flow (vph)	102	713	49	157	632	79	94	574	141	146	832	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	762	0	157	711	0	94	715	0	146	931	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	18.0	42.0		18.0	42.0		18.0	42.0		18.0	42.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	12.0	36.0		12.0	36.0		12.0	36.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		28			30			28			44	
Act Effct Green (s)	40.3	31.5		43.7	33.2		52.3	44.3		55.7	46.0	
Actuated g/C Ratio	0.34	0.26		0.36	0.28		0.44	0.37		0.46	0.38	
v/c Ratio	0.46	0.84		0.70	0.75		0.41	0.57		0.46	0.70	
Control Delay	28.8	50.2		63.4	57.8		23.2	32.9		22.9	35.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.8	50.2		63.4	57.8		23.2	32.9		22.9	35.7	
LOS	C	D		E	E		C	C		C	D	
Approach Delay		47.7			58.8			31.8			34.0	
Approach LOS		D			E			C			C	
Queue Length 50th (ft)	49	290		113	212		38	227		61	317	
Queue Length 95th (ft)	80	350		198	372		75	319		110	#445	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	269	1039		245	1026		291	1248		349	1337	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.73		0.64	0.69		0.32	0.57		0.42	0.70	

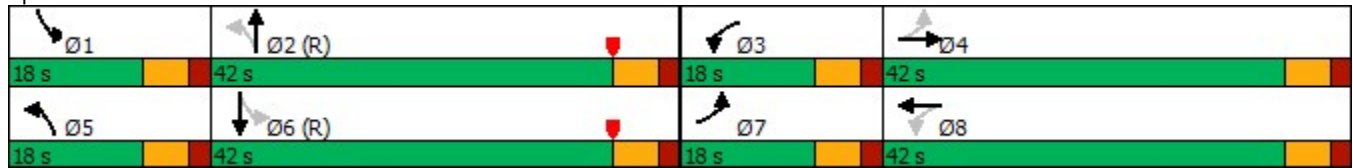
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 42.7
 Intersection Capacity Utilization 83.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Intersection LOS: D
 ICU Level of Service E

Queue shown is maximum after two cycles.

Splits and Phases: 23: Clinton St & Fulton Ave















Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

Existing Weekday PM peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	636	203	72	544	45	139	538	83	77	876	127
Future Volume (vph)	164	636	203	72	544	45	139	538	83	77	876	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97		0.88		0.99			0.99		0.98	0.99	
Frt			0.850		0.990			0.980			0.981	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1570	3505	1583	0	3325	0	1608	3299	0	1608	3276	0
Flt Permitted	0.191				0.778		0.115			0.408		
Satd. Flow (perm)	305	3505	1395	0	2591	0	195	3299	0	679	3276	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	67		87	87		67	25		35	35		25
Confl. Bikes (#/hr)			3			2			30			4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	15%	3%	2%	1%	3%	2%	1%	3%	1%	1%	2%	17%
Parking (#/hr)						0						
Adj. Flow (vph)	169	656	209	74	561	46	143	555	86	79	903	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	656	209	0	681	0	143	641	0	79	1034	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		8	8		12			29		22		22
Act Effct Green (s)	38.0	36.0	36.0		24.0		44.0	42.0		30.7		30.7
Actuated g/C Ratio	0.42	0.40	0.40		0.27		0.49	0.47		0.34		0.34
v/c Ratio	0.70	0.47	0.37		0.98		0.69	0.42		0.34		0.92
Control Delay	35.3	21.5	21.8		65.5		32.0	16.8		27.3		43.4
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	35.3	21.5	21.8		65.5		32.0	16.8		27.3		43.4
LOS	D	C	C		E		C	B		C		D
Approach Delay		23.8			65.5			19.6				42.3
Approach LOS		C			E			B				D
Queue Length 50th (ft)	62	144	84		~220		42	119		33		293
Queue Length 95th (ft)	#124	194	143		#331		#104	162		73		#420
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	245	1403	558		692		220	1576		235		1135
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	0.69	0.47	0.37		0.98		0.65	0.41		0.34		0.91

Intersection Summary

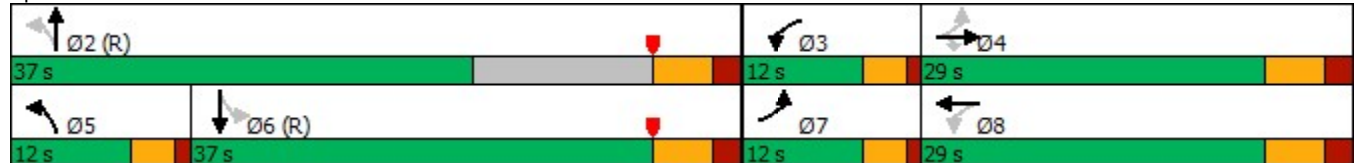
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 75

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 36.4
 Intersection Capacity Utilization 91.8%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F




















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

Splits and Phases: 24: N Franklin St & Fulton Ave



Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave













Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	822	63	11	260	784	217	0	464	355	349	863
Future Volume (vph)	0	822	63	11	260	784	217	0	464	355	349	863
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.98		0.99		1.00	0.99
Frt		0.989					0.850		0.935			0.986
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3409	0	0	1728	3610	1794	0	3050	0	1608	3126
Flt Permitted					0.950						0.146	
Satd. Flow (perm)	0	3409	0	0	1722	3610	1758	0	3050	0	246	3126
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		8					118		139			16
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	7		11		11		7	51		12	12	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	2%	0%	3%	1%	1%	2%
Adj. Flow (vph)	0	865	66	12	274	825	228	0	488	374	367	908
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	931	0	0	286	825	228	0	862	0	367	999
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	86
Future Volume (vph)	86
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	51
Peak Hour Factor	0.95
Heavy Vehicles (%)	0%
Adj. Flow (vph)	91
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
 25: Franklin Ave & Stewart Ave

Existing Weekday PM peak hour
 05/28/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		17				4			4			2
Act Effct Green (s)		23.5			7.5	36.5	49.1		24.4		42.5	42.5
Actuated g/C Ratio		0.26			0.08	0.41	0.55		0.27		0.47	0.47
v/c Ratio		1.04			1.99	0.56	0.22		0.93		1.20	0.67
Control Delay		74.4			493.1	22.5	4.8		44.0		147.9	20.9
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		74.4			493.1	22.5	4.8		44.0		147.9	20.9
LOS		E			F	C	A		D		F	C
Approach Delay		74.4				120.0			44.0			55.0
Approach LOS		E				F			D			D
Queue Length 50th (ft)		~302			~256	185	25		210		~217	218
Queue Length 95th (ft)		#425			#411	244	58		#315		#396	288
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		896			144	1464	1018		996		307	1484
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		1.04			1.99	0.56	0.22		0.87		1.20	0.67

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 55 (61%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.99

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 76.2
 Intersection Capacity Utilization 102.2%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service G

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














Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	926	350	285	841	197	203	415	159	148	379	57
Future Volume (vph)	149	926	350	285	841	197	203	415	159	148	379	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.97			0.97	1.00	1.00		1.00	1.00	
Frt			0.850			0.850		0.958			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	3388	1516	1685	3455	1473	1662	3319	0	1636	3366	0
Flt Permitted	0.291			0.081			0.270			0.187		
Satd. Flow (perm)	514	3388	1470	144	3455	1434	470	3319	0	322	3366	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								40			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	7		9	9		7	8		3	3		8
Confl. Bikes (#/hr)			1			1						1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	3%	3%	0%	1%	6%	5%	0%	1%	3%	1%	4%
Parking (#/hr)												0
Adj. Flow (vph)	155	965	365	297	876	205	211	432	166	154	395	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	965	365	297	876	205	211	598	0	154	454	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							









Lane Group													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Detector 2 Type	Cl+Ex				Cl+Ex								
Detector 2 Channel													
Detector 2 Extend (s)	0.0				0.0								
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		
Protected Phases	5	2	3	1	6	7	3	8		7	4		
Permitted Phases	2		2	6		6	8			4			
Detector Phase	5	2	3	1	6	7	3	8		7	4		
Switch Phase													
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0		
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0		
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0		
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%		
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	40.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0		
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None		
Walk Time (s)		1.0			1.0			7.0			7.0		
Flash Dont Walk (s)		20.0			20.0			25.0			25.0		
Pedestrian Calls (#/hr)		3			1			3			2		
Act Effct Green (s)	55.7	43.2	59.0	77.8	60.2	74.0	45.3	29.5		41.2	27.4		
Actuated g/C Ratio	0.40	0.31	0.42	0.56	0.43	0.53	0.32	0.21		0.29	0.20		
v/c Ratio	0.50	0.92	0.58	0.73	0.59	0.27	0.74	0.82		0.69	0.68		
Control Delay	24.7	61.7	31.4	48.0	35.0	18.3	48.4	58.6		47.3	55.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Delay	24.7	61.7	31.4	48.0	35.0	18.3	48.4	58.6		47.3	55.4		
LOS	C	E	C	D	C	B	D	E		D	E		
Approach Delay		50.4			35.3			55.9			53.4		
Approach LOS		D			D			E			D		
Queue Length 50th (ft)	66	453	230	201	316	89	142	260		100	200		
Queue Length 95th (ft)	123	#590	329	#434	473	171	189	309		140	238		
Internal Link Dist (ft)		352			371			415			449		
Turn Bay Length (ft)	95		275	390		120	350			125			
Base Capacity (vph)	366	1045	637	405	1486	795	299	976		261	970		
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0		
Reduced v/c Ratio	0.42	0.92	0.57	0.73	0.59	0.26	0.71	0.61		0.59	0.47		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 34 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80


































Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 47.0
 Intersection Capacity Utilization 88.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd

 Ø1 23 s	 Ø2 (R) 48 s	 Ø3 23 s	 Ø4 46 s
 Ø5 23 s	 Ø6 (R) 48 s	 Ø7 23 s	 Ø8 46 s

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

Existing Weekday PM peak hour
 05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			 		 	 	
Traffic Volume (vph)	271	1543	51	238	1405	412	69	480	344	549	515	256
Future Volume (vph)	271	1543	51	238	1405	412	69	480	344	549	515	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235	300		0
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	85			110			130			75		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5136	1553	3467	6471	1583	1805	3505	1615	3400	3471	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3464	5136	1529	3462	6471	1554	1801	3505	1586	3389	3471	1572
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		566			700			662			581	
Travel Time (s)		12.9			11.9			15.0			13.2	
Confl. Peds. (#/hr)	5		9	9		5	4		5	5		4
Confl. Bikes (#/hr)			3									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	4%	1%	1%	2%	0%	3%	0%	3%	4%	1%
Adj. Flow (vph)	277	1574	52	243	1434	420	70	490	351	560	526	261
Shared Lane Traffic (%)												
Lane Group Flow (vph)	277	1574	52	243	1434	420	70	490	351	560	526	261
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

Existing Weekday PM peak hour
 05/28/2024

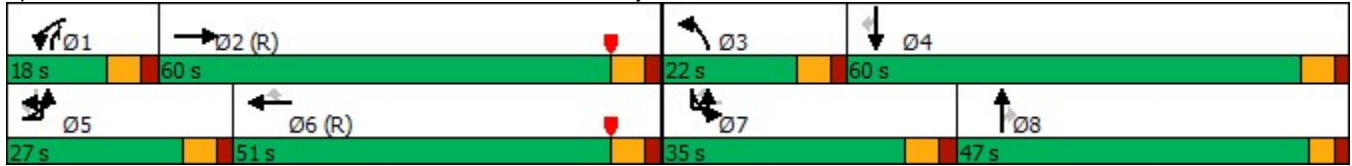
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	custom
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			Free			6 7			8			4 5
Detector Phase	5	2		1	6	6 7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0	
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%	
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	7.0			7.0			7.0			7.0	
Flash Dont Walk (s)	7.0	28.0			28.0			33.0			33.0	
Pedestrian Calls (#/hr)	0	1			2			3			2	
Act Effct Green (s)	17.1	63.1	160.0	15.6	61.6	96.6	10.6	29.3	43.9	29.0	46.7	69.8
Actuated g/C Ratio	0.11	0.39	1.00	0.10	0.38	0.60	0.07	0.18	0.27	0.18	0.29	0.44
v/c Ratio	0.75	0.78	0.03	0.72	0.58	0.45	0.59	0.76	0.65	0.91	0.52	0.38
Control Delay	81.9	46.7	0.0	106.7	23.4	13.3	91.6	69.7	31.6	83.6	48.8	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.9	46.7	0.0	106.7	23.4	13.8	91.6	69.7	31.6	83.6	48.8	31.2
LOS	F	D	A	F	C	B	F	E	C	F	D	C
Approach Delay		50.5			31.1			56.7			59.9	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	147	548	0	137	340	295	73	261	183	291	236	177
Queue Length 95th (ft)	193	644	0	#201	270	421	126	300	269	#405	286	228
Internal Link Dist (ft)		486			620			582			501	
Turn Bay Length (ft)	375		245	250			95		235	300		
Base Capacity (vph)	458	2025	1529	338	2491	945	180	920	541	631	1171	713
Starvation Cap Reductn	0	0	0	0	0	204	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.78	0.03	0.72	0.58	0.57	0.39	0.53	0.65	0.89	0.45	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91























Intersection Signal Delay: 46.9
 Intersection Capacity Utilization 88.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

Existing Weekday PM peak hour
 05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	1468	202	181	930	104	188	300	212	163	187	44
Future Volume (vph)	112	1468	202	181	930	104	188	300	212	163	187	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98		1.00				0.99		1.00	
Frt			0.850		0.985				0.850		0.983	
Flt Protected	0.950			0.950			0.950				0.980	
Satd. Flow (prot)	1805	5136	1615	1770	5039	0	3467	1863	1615	0	3431	0
Flt Permitted	0.207			0.059			0.950				0.980	
Satd. Flow (perm)	392	5136	1580	110	5039	0	3467	1863	1593	0	3429	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			144		13				61			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	6		2	2		6			1	1		
Confl. Bikes (#/hr)			10			1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	2%	1%	2%	1%	2%	0%	1%	2%	0%
Adj. Flow (vph)	115	1513	208	187	959	107	194	309	219	168	193	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	1513	208	187	1066	0	194	309	219	0	406	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	73.2	62.5	62.5	86.2	69.7		32.2	32.2	50.0		23.4	
Actuated g/C Ratio	0.46	0.39	0.39	0.54	0.44		0.20	0.20	0.31		0.15	
v/c Ratio	0.42	0.75	0.30	0.77	0.48		0.28	0.82	0.40		0.81	
Control Delay	24.9	46.3	13.0	60.7	33.8		53.9	79.0	28.3		78.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	24.9	46.3	13.0	60.7	33.8		53.9	79.0	28.3		78.7	
LOS	C	D	B	E	C		D	E	C		E	
Approach Delay		41.2			37.8			56.9			78.7	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	61	524	45	142	299		89	312	120		214	
Queue Length 95th (ft)	98	591	112	#234	356		122	408	179		#333	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	378	2024	709	269	2201		845	454	566		502	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.30	0.75	0.29	0.70	0.48		0.23	0.68	0.39		0.81	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 69 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

28: Merchants Concourse/Ellison Ave & Old Country Rd

05/28/2024

Intersection Signal Delay: 46.5

Intersection LOS: D

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	1508	128	583	877	45	147	445	1237	149	472	192
Future Volume (vph)	148	1508	128	583	877	45	147	445	1237	149	472	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00			1.00	0.99	0.98	1.00		0.98
Frt		0.988			0.993			0.913	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5063	0	3400	3514	0	1787	3032	1427	1787	3471	1568
Flt Permitted	0.950			0.950			0.351			0.104		
Satd. Flow (perm)	1805	5063	0	3398	3514	0	658	3032	1404	196	3471	1537
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			243	70			
Link Speed (mph)		40			40			40				30
Link Distance (ft)		671			516			310				394
Travel Time (s)		11.4			8.8			5.3				9.0
Confl. Peds. (#/hr)			2	2			7		5	5		7
Confl. Bikes (#/hr)			3						1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	2%	3%	2%	2%	1%	3%	3%	1%	4%	3%
Adj. Flow (vph)	151	1539	131	595	895	46	150	454	1262	152	482	196
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	151	1670	0	595	941	0	150	1085	631	152	482	196
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		2			2						0	
Act Effct Green (s)	16.0	43.0		23.0	50.0		49.1	37.5	60.5	50.9	38.3	54.4
Actuated g/C Ratio	0.11	0.31		0.16	0.36		0.35	0.27	0.43	0.36	0.27	0.39
v/c Ratio	0.73	1.07		1.07	0.75		0.46	1.10	0.97	0.71	0.51	0.33
Control Delay	79.5	91.3		111.6	44.6		32.8	95.7	61.1	50.4	45.6	27.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.5	91.3		111.6	44.6		32.8	95.7	61.1	50.4	45.6	27.5
LOS	E	F		F	D		C	F	E	D	D	C
Approach Delay		90.3			70.5			78.9			42.2	
Approach LOS		F			E			E			D	
Queue Length 50th (ft)	135	~617		~307	393		89	~530	521	90	196	115
Queue Length 95th (ft)	204	#714		#427	510		141	#679	#621	#165	259	167
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	296	1555		558	1256		354	989	649	232	950	678
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.51	1.07		1.07	0.75		0.42	1.10	0.97	0.66	0.51	0.29

Intersection Summary









Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10

Intersection Signal Delay: 75.2
 Intersection Capacity Utilization 106.9%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service G

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













Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
29 s	49 s	20 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
29 s	49 s	20 s	42 s

Lanes, Volumes, Timings
 30: Merrick Ave & Stewart Ave/Park Blvd

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	693	741	315	26	258	183	132	693	31	220	818	392
Future Volume (vph)	693	741	315	26	258	183	132	693	31	220	818	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt			0.850		0.938			0.994			0.993	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3610	1583	1805	3328	0	1719	3453	0	1745	3363	1366
Flt Permitted	0.950			0.950			0.110			0.126		
Satd. Flow (perm)	3400	3610	1583	1805	3328	0	199	3453	0	231	3363	1366
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			304									
Link Speed (mph)		40			35			40				40
Link Distance (ft)		823			706			733				625
Travel Time (s)		14.0			13.8			12.5				10.7
Confl. Peds. (#/hr)									4	4		
Confl. Bikes (#/hr)									7			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	0%	2%	0%	3%	0%	5%	4%	0%	0%	2%	4%
Adj. Flow (vph)	779	833	354	29	290	206	148	779	35	247	919	440
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	779	833	354	29	496	0	148	814	0	247	963	396
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	26.1	47.4	64.5	6.5	23.6		48.6	36.5		55.5	40.2	72.4
Actuated g/C Ratio	0.21	0.39	0.52	0.05	0.19		0.39	0.30		0.45	0.33	0.59
v/c Ratio	1.08	0.60	0.36	0.31	0.78		0.69	0.80		0.86	0.88	0.49
Control Delay	103.4	33.9	4.4	66.6	56.7		40.8	47.1		55.9	50.1	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	103.4	33.9	4.4	66.6	56.7		40.8	47.1		55.9	50.1	18.7
LOS	F	C	A	E	E		D	D		E	D	B
Approach Delay		56.1			57.2			46.1			43.3	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	~357	291	20	23	198		67	314		127	396	192
Queue Length 95th (ft)	#533	382	71	57	265		136	415		#307	#584	339
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	721	1390	1015	309	950		270	1126		289	1105	803
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	1.08	0.60	0.35	0.09	0.52		0.55	0.72		0.85	0.87	0.49

Intersection Summary

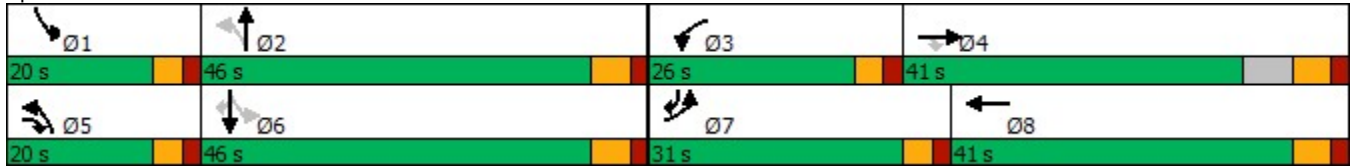
Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 123.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08

Intersection Signal Delay: 50.2
 Intersection Capacity Utilization 85.2%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

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

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd















Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	528	1406	64	38	454	159	86	218	171	561	199	788
Future Volume (vph)	528	1406	64	38	454	159	86	218	171	561	199	788
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor		1.00		1.00			1.00		0.99	1.00	1.00	0.99
Frt		0.993			0.961				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.972	
Satd. Flow (prot)	1787	6411	0	1805	4761	0	1752	1881	1599	1626	3314	2787
Flt Permitted	0.247			0.105			0.950			0.950	0.972	
Satd. Flow (perm)	465	6411	0	199	4761	0	1750	1881	1578	1625	3312	2746
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			62				70			583
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)			1	1			2		1	1		2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	5%	0%	6%	1%	3%	1%	1%	1%	2%	2%
Adj. Flow (vph)	574	1528	70	41	493	173	93	237	186	610	216	857
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	574	1598	0	41	666	0	93	237	186	305	521	857
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

Existing Weekday PM peak hour
 05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		1			0		0	0		0	0	
Act Effct Green (s)	67.3	53.1		46.2	38.0		23.5	23.5	31.7	31.2	31.2	54.5
Actuated g/C Ratio	0.48	0.38		0.33	0.27		0.17	0.17	0.23	0.22	0.22	0.39
v/c Ratio	1.30	0.66		0.26	0.50		0.32	0.75	0.45	0.84	0.71	0.60
Control Delay	177.1	38.7		27.1	40.2		52.7	70.0	17.5	72.5	55.9	11.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	177.1	38.7		27.1	40.2		52.7	70.0	17.5	72.5	55.9	11.0
LOS	F	D		C	D		D	E	B	E	E	B
Approach Delay		75.3			39.5			47.9			36.1	
Approach LOS		E			D			D			D	
Queue Length 50th (ft)	~582	365		21	170		75	208	47	282	232	94
Queue Length 95th (ft)	#829	427		45	212		124	288	82	#481	314	178
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	442	2435		286	1337		375	403	519	373	760	1431
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.30	0.66		0.14	0.50		0.25	0.59	0.36	0.82	0.69	0.60

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 54.5

Intersection LOS: D

Intersection Capacity Utilization 110.7% ICU Level of Service H
 Analysis Period (min) 15

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

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave













↖ Ø1 24 s	→ Ø2 (R) 44 s	↖↗ Ø3 36 s	↖↗ Ø4 36 s
↙ Ø5 24 s	← Ø6 (R) 44 s		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	86	1204	217	378	894	232	3	255	496	436	8	194
Future Volume (vph)	86	1204	217	378	894	232	3	255	496	436	8	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		0.99		1.00
Frt		0.977			0.969					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	4991	0	3367	4924	0	0	1720	3574	2760	0	1771
Flt Permitted	0.950			0.950				0.269				0.266
Satd. Flow (perm)	1804	4991	0	3364	4924	0	0	487	3574	2720	0	495
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		25			45					201		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	1		2	2		1		1		2		2
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	3%	4%	2%	1%	0%	5%	1%	3%	0%	2%
Adj. Flow (vph)	91	1281	231	402	951	247	3	271	528	464	9	206
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	1512	0	402	1198	0	0	274	528	464	0	215
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Perm	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6			3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		8	3	8	1	7	7

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	433	95
Future Volume (vph)	433	95
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1615
Flt Permitted		
Satd. Flow (perm)	3505	1594
Right Turn on Red		Yes
Satd. Flow (RTOR)		83
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	461	101
Shared Lane Traffic (%)		
Lane Group Flow (vph)	461	101
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5

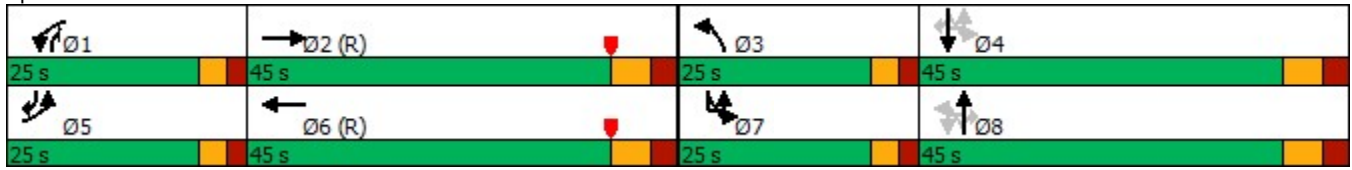
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	32.0		5.0	32.0		12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		19.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		45.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		32.1%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		38.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0		7.0			
Flash Dont Walk (s)							30.0		30.0			
Pedestrian Calls (#/hr)							1		1			
Act Effct Green (s)	12.4	48.4		21.7	57.7			50.1	28.8	52.5		45.6
Actuated g/C Ratio	0.09	0.35		0.16	0.41			0.36	0.21	0.38		0.33
v/c Ratio	0.57	0.87		0.77	0.58			0.80	0.72	0.40		0.68
Control Delay	74.5	49.0		67.2	33.7			49.2	57.3	15.9		41.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	74.5	49.0		67.2	33.7			49.2	57.3	15.9		41.3
LOS	E	D		E	C			D	E	B		D
Approach Delay		50.4			42.1				40.4			
Approach LOS		D			D				D			
Queue Length 50th (ft)	81	465		180	290			186	242	90		140
Queue Length 95th (ft)	137	#664		#248	415			230	281	124		178
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	257	1743		535	2057			351	970	1162		354
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.35	0.87		0.75	0.58			0.78	0.54	0.40		0.61

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 45.0
 Intersection Capacity Utilization 85.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

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


















Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



	↓	↙
Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	26.6	41.0
Actuated g/C Ratio	0.19	0.29
v/c Ratio	0.69	0.19
Control Delay	58.0	8.5
Queue Delay	0.0	0.0
Total Delay	58.0	8.5
LOS	E	A
Approach Delay	46.9	
Approach LOS	D	
Queue Length 50th (ft)	212	11
Queue Length 95th (ft)	244	45
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	951	610
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.48	0.17
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave













Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	173	1531	17	1	426	1135	87	26	462	295	65
Future Volume (vph)	2	173	1531	17	1	426	1135	87	26	462	295	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		135		0		300		0	0		0	0
Storage Lanes		1		0		1		0	0		0	0
Taper Length (ft)		40				40			0			0
Lane Util. Factor	0.91	1.00	0.91	0.91	0.95	0.97	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00	1.00			1.00	1.00			0.99		
Frt			0.998				0.989			0.943		
Flt Protected		0.950				0.950				0.998		
Satd. Flow (prot)	0	1805	5122	0	0	3467	3519	0	0	3267	0	0
Flt Permitted		0.950				0.950				0.731		
Satd. Flow (perm)	0	1804	5122	0	0	3464	3519	0	0	2393	0	0
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			30				30			20		
Link Distance (ft)			529				566			958		
Travel Time (s)			12.0				12.9			32.7		
Confl. Peds. (#/hr)		1		2		2		1	2		2	2
Confl. Bikes (#/hr)											3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	6%	0%	1%	1%	6%	0%	5%	1%	5%
Adj. Flow (vph)	2	175	1546	17	1	430	1146	88	26	467	298	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	177	1563	0	0	431	1234	0	0	791	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			80				40			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			52				16			28		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		1	1	2		1	2		1
Detector Template	Left		Thru		Left		Thru		Left	Thru		Left
Leading Detector (ft)	20	56	100		20	30	100		20	100		20
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0
Detector 1 Size(ft)	20	30	6		20	30	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		36	94				94			94		
Detector 2 Size(ft)		20	6				6			6		
Detector 2 Type		Cl+Ex	Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												

Lane Group	SBT	SBR	Ø3
Lane Configurations			
Traffic Volume (vph)	597	113	
Future Volume (vph)	597	113	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		0	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	1.00		
Frt	0.978		
Flt Protected	0.996		
Satd. Flow (prot)	3365	0	
Flt Permitted	0.613		
Satd. Flow (perm)	2071	0	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	20		
Link Distance (ft)	393		
Travel Time (s)	13.4		
Confl. Peds. (#/hr)		2	
Confl. Bikes (#/hr)			
Peak Hour Factor	0.99	0.99	
Heavy Vehicles (%)	5%	0%	
Adj. Flow (vph)	603	114	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	783	0	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	0		
Link Offset(ft)	0		
Crosswalk Width(ft)	36		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2		
Detector Template	Thru		
Leading Detector (ft)	100		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	6		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)	94		
Detector 2 Size(ft)	6		
Detector 2 Type	Cl+Ex		
Detector 2 Channel			

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases									4			4
Detector Phase	5	5	2		1	1	6		4	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	16.0		10.0	10.0	16.0		16.0	16.0		16.0
Minimum Split (s)	10.0	10.0	22.0		18.0	18.0	22.0		29.9	29.9		29.9
Total Split (s)	27.0	27.0	56.0		30.0	30.0	56.0		60.0	60.0		60.0
Total Split (%)	15.3%	15.3%	31.8%		17.0%	17.0%	31.8%		34.1%	34.1%		34.1%
Maximum Green (s)	22.0	22.0	50.0		22.0	22.0	50.0		46.1	46.1		46.1
Yellow Time (s)	3.0	3.0	4.0		3.0	3.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		5.0	5.0	2.0		9.9	9.9		9.9
Lost Time Adjust (s)		0.0	0.0				0.0			0.0		
Total Lost Time (s)		5.0	6.0				8.0			13.9		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	5.0		2.0	2.0	5.0		4.0	4.0		4.0
Recall Mode	None	None	None		None	None	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.5	50.3			22.1	57.0			46.4		
Actuated g/C Ratio		0.12	0.33			0.14	0.37			0.30		
v/c Ratio		0.81	0.93			0.86	0.94			1.09		
Control Delay		92.9	59.3			80.5	59.9			108.4		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		92.9	59.3			80.5	59.9			108.4		
LOS		F	E			F	E			F		
Approach Delay			62.7				65.2			108.4		
Approach LOS			E				E			F		
Queue Length 50th (ft)		165	515			207	583			~428		
Queue Length 95th (ft)		#333	#850			#392	#1053			#754		
Internal Link Dist (ft)			449				486			878		
Turn Bay Length (ft)		135				300						
Base Capacity (vph)		261	1689			503	1315			727		
Starvation Cap Reductn		0	0			0	0			0		
Spillback Cap Reductn		0	0			0	0			0		
Storage Cap Reductn		0	0			0	0			0		
Reduced v/c Ratio		0.68	0.93			0.86	0.94			1.09		

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 152.6
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.24
 Intersection Signal Delay: 87.1
 Intersection LOS: F

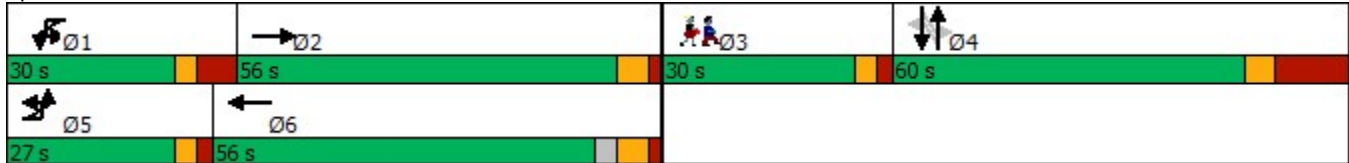
Lane Group	SBT	SBR	Ø3
Detector 2 Extend (s)	0.0		
Turn Type	NA		
Protected Phases	4		3
Permitted Phases			
Detector Phase	4		
Switch Phase			
Minimum Initial (s)	16.0		1.0
Minimum Split (s)	29.9		33.0
Total Split (s)	60.0		30.0
Total Split (%)	34.1%		17%
Maximum Green (s)	46.1		25.0
Yellow Time (s)	4.0		3.0
All-Red Time (s)	9.9		2.0
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	13.9		
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Vehicle Extension (s)	4.0		1.0
Recall Mode	None		None
Walk Time (s)			10.0
Flash Dont Walk (s)			18.0
Pedestrian Calls (#/hr)			3
Act Effct Green (s)	46.4		
Actuated g/C Ratio	0.30		
v/c Ratio	1.24		
Control Delay	166.6		
Queue Delay	0.0		
Total Delay	166.6		
LOS	F		
Approach Delay	166.6		
Approach LOS	F		
Queue Length 50th (ft)	~473		
Queue Length 95th (ft)	#797		
Internal Link Dist (ft)	313		
Turn Bay Length (ft)			
Base Capacity (vph)	629		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	1.24		

Intersection Summary

Intersection Capacity Utilization 122.1% ICU Level of Service H
 Analysis Period (min) 15







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







Splits and Phases: 33: Clinton Rd & Stewart Ave



Lanes, Volumes, Timings
34: Oak St & Commercial Ave

Existing Weekday PM peak hour
05/28/2024

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	450	192	438	309	232	604
Future Volume (vph)	450	192	438	309	232	604
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor		0.99	1.00		1.00	
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1333	3367	1629	3433	2760
Flt Permitted			0.451		0.950	
Satd. Flow (perm)	3539	1316	1598	1629	3421	2760
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		211				679
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Confl. Peds. (#/hr)		1	1		2	
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	9%	4%	5%	2%	3%
Parking (#/hr)		0		0		
Adj. Flow (vph)	506	216	492	347	261	679
Shared Lane Traffic (%)						
Lane Group Flow (vph)	506	216	492	347	261	679
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

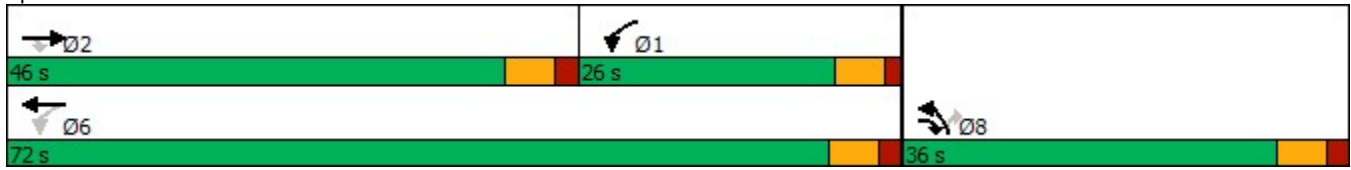
						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	9.5	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	14.9	29.9	26.8	26.3	15.0	15.0
Actuated g/C Ratio	0.28	0.56	0.50	0.49	0.28	0.28
v/c Ratio	0.51	0.26	0.50	0.43	0.27	0.54
Control Delay	19.0	1.4	12.9	11.7	15.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	1.4	12.9	11.7	15.9	3.4
LOS	B	A	B	B	B	A
Approach Delay	13.8			12.4	6.8	
Approach LOS	B			B	A	
Queue Length 50th (ft)	68	1	41	63	31	0
Queue Length 95th (ft)	127	14	84	145	63	34
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	2691	975	1938	1624	1958	1865
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.22	0.25	0.21	0.13	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 53.6
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 10.7
 Intersection Capacity Utilization 47.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave













Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	746	51	312	6	54	52	3	134	395	3	3	31
Future Volume (vph)	746	51	312	6	54	52	3	134	395	3	3	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor			0.99	1.00				1.00				
Frt			0.850		0.926				0.999			
Flt Protected	0.950	0.958		0.950				0.950				0.950
Satd. Flow (prot)	1579	3171	1599	1543	2943	0	0	1753	5182	0	0	1613
Flt Permitted	0.374	0.742		0.702				0.313				0.493
Satd. Flow (perm)	622	2456	1575	1138	2943	0	0	577	5182	0	0	837
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			335		56				1			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)			2	2				1				
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	8%	1%	17%	19%	8%	0%	3%	0%	0%	0%	13%
Adj. Flow (vph)	802	55	335	6	58	56	3	144	425	3	3	33
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	401	456	335	6	114	0	0	147	428	0	0	36
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	458	540
Future Volume (vph)	458	540
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1553
Flt Permitted		
Satd. Flow (perm)	3505	1532
Right Turn on Red		Yes
Satd. Flow (RTOR)		581
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	3%	4%
Adj. Flow (vph)	492	581
Shared Lane Traffic (%)		
Lane Group Flow (vph)	492	581
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

Existing Weekday PM peak hour
 05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	11.0	16.0	16.0	12.0	12.0		10.0	10.0	16.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	30.2	29.2	29.2	7.4	7.4			31.5	25.1			24.3
Actuated g/C Ratio	0.41	0.40	0.40	0.10	0.10			0.43	0.34			0.33
v/c Ratio	0.77	0.39	0.40	0.05	0.33			0.38	0.24			0.11
Control Delay	29.9	16.9	3.7	34.7	22.5			16.3	19.6			13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	29.9	16.9	3.7	34.7	22.5			16.3	19.6			13.8
LOS	C	B	A	C	C			B	B			B
Approach Delay		17.6			23.1				18.8			
Approach LOS		B			C				B			
Queue Length 50th (ft)	150	76	0	3	13			41	57			10
Queue Length 95th (ft)	#323	134	50	15	40			80	88			26
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	535	1930	1215	404	1081			506	2945			533
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.75	0.24	0.28	0.01	0.11			0.29	0.15			0.07

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 72.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 16.9
 Intersection Capacity Utilization 64.4%

Intersection LOS: B
 ICU Level of Service C

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	6.0
Minimum Split (s)	16.0	11.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	17.5	38.5
Actuated g/C Ratio	0.24	0.53
v/c Ratio	0.58	0.53
Control Delay	28.5	2.8
Queue Delay	0.0	0.0
Total Delay	28.5	2.8
LOS	C	A
Approach Delay	14.6	
Approach LOS	B	
Queue Length 50th (ft)	108	0
Queue Length 95th (ft)	168	42
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	1991	1099
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.25	0.53
Intersection Summary		

Analysis Period (min) 15

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

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



Lanes, Volumes, Timings
 36: Charles Lindbergh Blvd & Meadow St/Drwy

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	267	50	114	0	0	0	0	9	978	526
Future Volume (vph)	0	12	267	50	114	0	0	0	0	9	978	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor			0.98	1.00						0.99		0.98
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1333	1531	1925	1792	0	0	0	0	1381	5085	1478
Flt Permitted				0.748						0.950		
Satd. Flow (perm)	0	1333	1505	1509	1792	0	0	0	0	1370	5085	1453
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			38									619
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)	4		4	4		4	4		4	4		4
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	33%	2%	0%	6%	0%	0%	0%	0%	22%	2%	2%
Adj. Flow (vph)	0	14	314	59	134	0	0	0	0	11	1151	619
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	314	59	134	0	0	0	0	11	1151	619
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0

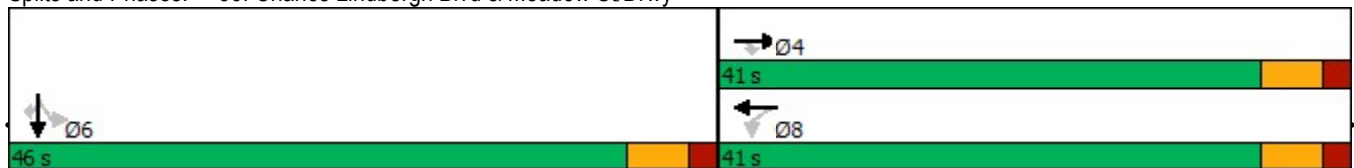
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	1	1					1	1	1
Act Effect Green (s)		18.1	18.1	18.1	18.1					38.5	38.5	38.5
Actuated g/C Ratio		0.26	0.26	0.26	0.26					0.56	0.56	0.56
v/c Ratio		0.04	0.74	0.15	0.29					0.01	0.40	0.57
Control Delay		18.5	31.8	20.1	21.8					8.9	9.9	3.4
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		18.5	31.8	20.1	21.8					8.9	9.9	3.4
LOS		B	C	C	C					A	A	A
Approach Delay		31.2			21.2						7.6	
Approach LOS		C			C						A	
Queue Length 50th (ft)		5	109	20	46					2	91	0
Queue Length 95th (ft)		16	176	42	81					10	148	36
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		690	797	781	928					811	3010	1112
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.02	0.39	0.08	0.14					0.01	0.38	0.56

Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 68.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 12.1
 Intersection Capacity Utilization 59.6%
 Analysis Period (min) 15










Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy












Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

									
Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Lane Configurations	↑↑↑	←		↑↑	↑↑↑		↑↑		↑
Traffic Volume (vph)	1725	93	59	418	1839	3	334	8	1
Future Volume (vph)	1725	93	59	418	1839	3	334	8	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	11	12
Storage Length (ft)		55		150		0	205		0
Storage Lanes		1		2		0	1		1
Taper Length (ft)				85					
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.91	0.88	1.00	1.00
Ped Bike Factor		0.96		1.00	1.00				0.98
Frt		0.850					0.850		0.865
Flt Protected				0.950					
Satd. Flow (prot)	4964	1561	0	3120	4964	0	2695	0	1644
Flt Permitted				0.950					
Satd. Flow (perm)	4964	1500	0	3116	4964	0	2695	0	1613
Right Turn on Red			No			Yes		No	Yes
Satd. Flow (RTOR)									26
Link Speed (mph)	40				40				
Link Distance (ft)	625				576				
Travel Time (s)	10.7				9.8				
Confl. Peds. (#/hr)		8		8		5			5
Confl. Bikes (#/hr)		2				2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%	2%	0%	0%
Adj. Flow (vph)	1855	100	63	449	1977	3	359	9	1
Shared Lane Traffic (%)									
Lane Group Flow (vph)	1855	163	0	449	1980	0	368	0	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	Right	R NA
Median Width(ft)	18				18				
Link Offset(ft)	0				0				
Crosswalk Width(ft)	16				16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9	9
Number of Detectors	0	0		2	0		2		0
Detector Template									
Leading Detector (ft)	0	0		50	0		50		0
Trailing Detector (ft)	0	0		0	0		0		0
Detector 1 Position(ft)	0	0		0	0		0		0
Detector 1 Size(ft)	0	0		20	0		20		0
Detector 1 Type				Cl+Ex			Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)				30			30		
Detector 2 Size(ft)				20			20		
Detector 2 Type				Cl+Ex			Cl+Ex		

Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

									
Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Detector 2 Channel									
Detector 2 Extend (s)				0.0			0.0		
Turn Type	NA	Perm		Prot	NA		Over		Perm
Protected Phases	2			4	6		4		
Permitted Phases		2							4
Detector Phase	2	2		4	6		4		4
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	22.5		17.6		17.6
Total Split (s)	120.0	120.0		50.0	120.0		50.0		50.0
Total Split (%)	70.6%	70.6%		29.4%	70.6%		29.4%		29.4%
Maximum Green (s)	113.0	113.0		42.4	113.0		42.4		42.4
Yellow Time (s)	4.0	4.0		3.5	4.0		3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0		4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0		7.6		7.6
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		3.0	0.2		3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max		None		None
Walk Time (s)	7.0	7.0		7.0			7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0			31.0		31.0
Pedestrian Calls (#/hr)	3	3		0			0		0
Act Effct Green (s)	124.6	124.6		30.8	124.6		30.8		30.8
Actuated g/C Ratio	0.73	0.73		0.18	0.73		0.18		0.18
v/c Ratio	0.51	0.15		0.80	0.54		0.75		0.00
Control Delay	10.7	7.8		72.1	7.2		75.8		0.0
Queue Delay	0.2	0.0		0.0	0.5		0.0		0.0
Total Delay	10.9	7.8		72.1	7.7		75.8		0.0
LOS	B	A		E	A		E		A
Approach Delay	10.6				19.6				
Approach LOS	B				B				
Queue Length 50th (ft)	296	50		271	169		224		0
Queue Length 95th (ft)	385	90		m296	m308		277		0
Internal Link Dist (ft)	545				496				
Turn Bay Length (ft)		55		150			205		
Base Capacity (vph)	3639	1099		778	3639		672		421
Starvation Cap Reductn	0	0		0	1066		0		0
Spillback Cap Reductn	700	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0		0
Reduced v/c Ratio	0.63	0.15		0.58	0.77		0.55		0.00

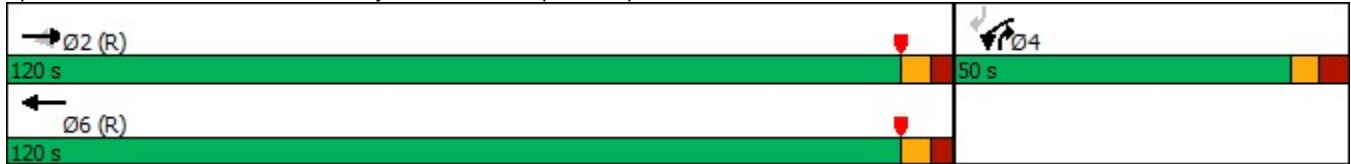
Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 168 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 20.1
 Intersection Capacity Utilization 59.7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.



























Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke















Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  							
Traffic Volume (vph)	462	1607	17	31	1411	124	70	127	4	161	149	673
Future Volume (vph)	462	1607	17	31	1411	124	70	127	4	161	149	673
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	1.00		0.99	1.00		0.99	0.98	0.96
Frt		0.998			0.988			0.996			0.903	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3090	4951	0	1745	4902	0	1745	1748	0	1728	1512	1454
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3088	4951	0	1735	4902	0	1721	1748	0	1718	1512	1400
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	2		22	22		2	18		5	5		18
Confl. Bikes (#/hr)			3			3			3			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	1%	0%	0%	1%	0%	0%	1%	0%	1%	1%	2%
Adj. Flow (vph)	476	1657	18	32	1455	128	72	131	4	166	154	694
Shared Lane Traffic (%)												41%
Lane Group Flow (vph)	476	1675	0	32	1583	0	72	135	0	166	439	409
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 45: 3rd St/Carmen Ave & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	38.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	40.0	81.0		23.0	64.0		26.0	26.0		40.0	40.0	40.0
Total Split (%)	23.5%	47.6%		13.5%	37.6%		15.3%	15.3%		23.5%	23.5%	23.5%
Maximum Green (s)	34.0	75.0		17.0	58.0		20.0	20.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		6			2		7	7		1	1	
Act Effct Green (s)	30.1	79.6		14.6	61.9		16.6	16.6		37.4	37.4	67.5
Actuated g/C Ratio	0.18	0.47		0.09	0.36		0.10	0.10		0.22	0.22	0.40
v/c Ratio	0.87	0.72		0.21	0.89		0.42	0.79		0.44	1.32	0.72
Control Delay	72.9	36.7		64.1	50.7		79.0	105.2		62.5	212.7	48.4
Queue Delay	0.0	0.4		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	72.9	37.1		64.1	50.7		79.0	105.2		62.5	212.7	48.4
LOS	E	D		E	D		E	F		E	F	D
Approach Delay		45.0			51.0			96.1			121.8	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	271	608		33	619		76	149		163	~670	374
Queue Length 95th (ft)	323	665		73	#727		131	227		249	#938	510
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	618	2318		174	1785		205	205		380	332	598
Starvation Cap Reductn	0	234		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.77	0.80		0.18	0.89		0.35	0.66		0.44	1.32	0.68

Intersection Summary

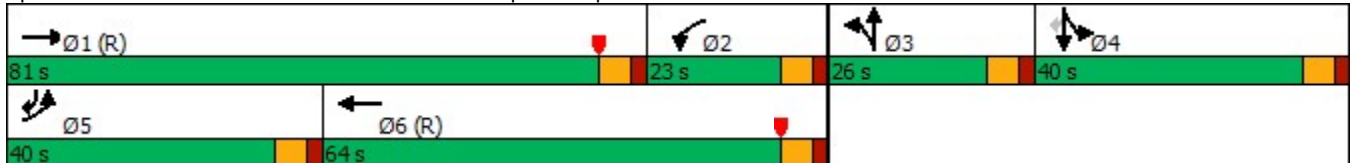
Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 147 (86%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 64.7
 Intersection Capacity Utilization 93.7%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F


































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

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	 
Traffic Volume (vph)	276	1457	105	234	1323	111	199	416	205	265	510	258
Future Volume (vph)	276	1457	105	234	1323	111	199	416	205	265	510	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99					0.96
Frt		0.990			0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4910	0	3152	4897	0	3268	3455	1561	3268	3388	1425
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3232	4910	0	3144	4897	0	3230	3455	1561	3268	3388	1373
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	7		10	10		7	18					18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	3%	2%
Adj. Flow (vph)	294	1550	112	249	1407	118	212	443	218	282	543	274
Shared Lane Traffic (%)												
Lane Group Flow (vph)	294	1662	0	249	1525	0	212	443	218	282	543	274
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
 46: Newbridge Rd & Hemstead Tpke

Existing Weekday PM peak hour
 05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	45.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	33.0	61.0		33.0	61.0		33.0	43.0	33.0	33.0	43.0	33.0
Total Split (%)	19.4%	35.9%		19.4%	35.9%		19.4%	25.3%	19.4%	19.4%	25.3%	19.4%
Maximum Green (s)	26.0	53.0		26.0	53.0		26.0	35.0	26.0	26.0	35.0	26.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		6			0			3			2	
Act Effct Green (s)	19.8	75.1		17.8	73.1		16.3	26.7	45.5	20.4	30.9	51.6
Actuated g/C Ratio	0.12	0.44		0.10	0.43		0.10	0.16	0.27	0.12	0.18	0.30
v/c Ratio	0.78	0.77		0.76	0.72		0.68	0.82	0.52	0.72	0.88	0.65
Control Delay	87.6	44.1		88.5	44.0		84.9	81.4	35.3	82.7	84.4	38.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.6	44.1		88.5	44.0		84.9	81.4	35.3	82.7	84.4	38.6
LOS	F	D		F	D		F	F	D	F	F	D
Approach Delay		50.7			50.3			70.8			72.5	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	167	566		141	510		120	255	148	158	313	194
Queue Length 95th (ft)	215	#788		187	#704		159	303	171	207	376	216
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	494	2169		482	2106		499	711	493	499	697	475
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.77		0.52	0.72		0.42	0.62	0.44	0.57	0.78	0.58















Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 129 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88

Intersection Signal Delay: 57.8
 Intersection Capacity Utilization 91.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



							Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations	 		 	 		 	
Traffic Volume (vph)	416	22	796	595	0	394	
Future Volume (vph)	416	22	796	595	0	394	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor	1.00		1.00				
Frt	0.992					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3333	0	3236	3303	0	2733	
Flt Permitted			0.950				
Satd. Flow (perm)	3333	0	3233	3303	0	2733	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						94	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)		2	2		2		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	4%	0%	1%	2%	0%	4%	
Adj. Flow (vph)	433	23	829	620	0	410	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	456	0	829	620	0	410	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	1						1
Act Effct Green (s)	20.3		51.6	23.8		51.6	
Actuated g/C Ratio	0.24		0.61	0.28		0.61	
v/c Ratio	0.57		0.42	0.66		0.24	
Control Delay	33.0		8.8	30.2		5.6	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	33.0		8.8	30.2		5.6	
LOS	C		A	C		A	
Approach Delay	33.0			18.0	5.6		
Approach LOS	C			B	A		
Queue Length 50th (ft)	106		104	145		36	
Queue Length 95th (ft)	202		134	226		55	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	803		2320	1393		1986	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.57		0.36	0.45		0.21	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 84
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 18.7
 Intersection Capacity Utilization 49.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A













Splits and Phases: 47: Merrick Ave & Bellmore Ave



Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

Existing Weekday PM peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	303	19	167	547	40	48	450	191	56	498	213
Future Volume (vph)	99	303	19	167	547	40	48	450	191	56	498	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00						0.95	
Frt		0.991			0.990			0.955			0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1577	3426	0	1574	3382	0	1711	3367	0	1745	3077	0
Flt Permitted	0.415			0.542			0.258			0.302		
Satd. Flow (perm)	689	3426	0	898	3382	0	465	3367	0	555	3077	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			14			96			98	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)							6					6
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	1%	0%	7%	2%	3%	2%	3%	1%	0%	4%	2%
Adj. Flow (vph)	105	322	20	178	582	43	51	479	203	60	530	227
Shared Lane Traffic (%)												
Lane Group Flow (vph)	105	342	0	178	625	0	51	682	0	60	757	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0		20.0
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0		36.0
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%		45.6%
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0		6.0
Lead/Lag				Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2		0.2
Recall Mode	Max	Max		None			Max	Max		Max		Max
Walk Time (s)	8.0	8.0					1.0	1.0		1.0		1.0
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0		0.0
Pedestrian Calls (#/hr)	0	0					2	2		2		2
Act Effct Green (s)	26.0	26.0		37.8	41.8		30.0	30.0		30.0		30.0
Actuated g/C Ratio	0.32	0.32		0.46	0.51		0.37	0.37		0.37		0.37
v/c Ratio	0.48	0.31		0.36	0.36		0.30	0.53		0.29		0.64
Control Delay	31.5	21.6		13.5	12.4		24.5	19.0		23.5		21.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	31.5	21.6		13.5	12.4		24.5	19.0		23.5		21.3
LOS	C	C		B	B		C	B		C		C
Approach Delay		23.9			12.7			19.4				21.5
Approach LOS		C			B			B				C
Queue Length 50th (ft)	43	67		47	92		18	121		22		144
Queue Length 95th (ft)	95	102		84	128		49	172		54		204
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	219	1094		499	1711		170	1296		204		1190
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.48	0.31		0.36	0.37		0.30	0.53		0.29		0.64

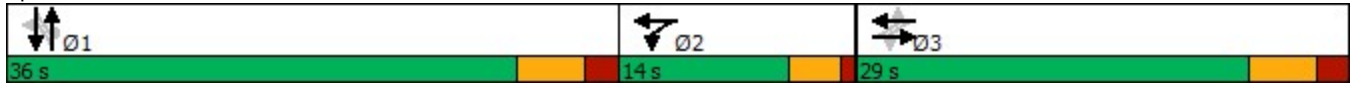
Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 81.8
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.64

Intersection Signal Delay: 18.8
Intersection Capacity Utilization 80.5%
Analysis Period (min) 15



















Intersection LOS: B
ICU Level of Service D

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd















Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

Existing Weekday PM peak hour
 05/28/2024





												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	28	307	88	16	99	134	432	30	37	392	632	226
Future Volume (vph)	28	307	88	16	99	134	432	30	37	392	632	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00						1.00			1.00	1.00	
Frt		0.962					0.990				0.961	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1685	3327	0	0	0	1611	3297	0	0	1669	3268	0
Flt Permitted	0.470					0.395				0.330		
Satd. Flow (perm)	831	3327	0	0	0	670	3297	0	0	578	3268	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	6							6		11		4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	3%	0%	2%	0%	5%	0%	0%	1%	3%	0%
Adj. Flow (vph)	30	330	95	17	106	144	465	32	40	422	680	243
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	442	0	0	0	250	497	0	0	462	923	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	34		1	1	12	
Permitted Phases	4				34	34			12	12		
Detector Phase	4	4			3	3	34		1	1	12	

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	32	363	94	26
Future Volume (vph)	32	363	94	26
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Frt		0.963		
Flt Protected	0.950			
Satd. Flow (prot)	1636	3312	0	0
Flt Permitted	0.309			
Satd. Flow (perm)	532	3312	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	4		11	11
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	1%	0%	0%
Adj. Flow (vph)	34	390	101	28
Shared Lane Traffic (%)				
Lane Group Flow (vph)	34	519	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			
Detector Phase	2	2		

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)	17.4	17.4				33.9	39.0			34.7	39.9	
Actuated g/C Ratio	0.19	0.19				0.38	0.44			0.39	0.45	
v/c Ratio	0.19	0.68				0.62	0.34			1.19	0.63	
Control Delay	35.8	40.1				24.7	17.8			131.3	22.3	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	35.8	40.1				24.7	17.8			131.3	22.3	
LOS	D	D				C	B			F	C	
Approach Delay		39.8					20.1				58.7	
Approach LOS		D					C				E	
Queue Length 50th (ft)	13	112				80	83			~226	195	
Queue Length 95th (ft)	48	225				198	180			#664	354	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	290	1160				504	1941			389	1459	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.10	0.38				0.50	0.26			1.19	0.63	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 89.3
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 43.4
 Intersection Capacity Utilization 102.9%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	 SBL	 SBT	 SBR	 SBR2
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	2	2		
Act Effct Green (s)	19.1	19.1		
Actuated g/C Ratio	0.21	0.21		
v/c Ratio	0.30	0.73		
Control Delay	39.2	40.0		
Queue Delay	0.0	0.0		
Total Delay	39.2	40.0		
LOS	D	D		
Approach Delay		39.9		
Approach LOS		D		
Queue Length 50th (ft)	16	138		
Queue Length 95th (ft)	51	238		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	113	708		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.30	0.73		
Intersection Summary				

Queue shown is maximum after two cycles.













Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave



Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

Existing Weekday PM peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	662	62	90	736	50	127	371	44	120	344	56
Future Volume (vph)	125	662	62	90	736	50	127	371	44	120	344	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	1.00		0.99	0.99		0.98	1.00	
Frt		0.987			0.990			0.984			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	3325	0	1620	3346	0	1652	1809	0	1668	1756	0
Flt Permitted	0.172			0.251			0.223			0.207		
Satd. Flow (perm)	296	3325	0	423	3346	0	385	1809	0	357	1756	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			7			7			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	21		23	23		21	17		39	39		17
Confl. Bikes (#/hr)			3			1			7			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	3%	2%	4%	3%	0%	2%	3%	0%	1%	6%	2%
Adj. Flow (vph)	130	690	65	94	767	52	132	386	46	125	358	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	755	0	94	819	0	132	432	0	125	416	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

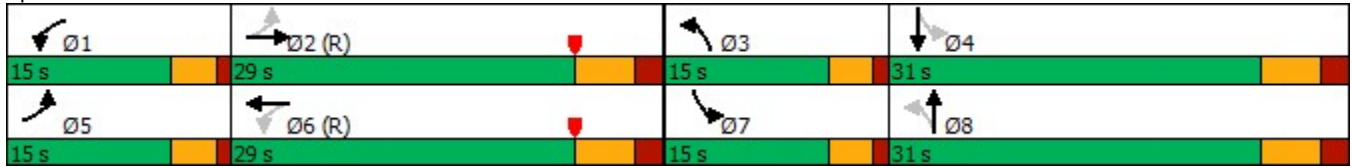
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	30.0		7.0	30.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		6			13			8			7	
Act Effct Green (s)	40.7	31.3		38.2	28.6		35.1	24.5		34.7	24.3	
Actuated g/C Ratio	0.45	0.35		0.42	0.32		0.39	0.27		0.39	0.27	
v/c Ratio	0.50	0.65		0.34	0.77		0.49	0.87		0.48	0.87	
Control Delay	21.5	30.1		18.0	35.2		21.3	50.0		21.3	50.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.5	30.1		18.0	35.2		21.3	50.0		21.3	50.1	
LOS	C	C		B	D		C	D		C	D	
Approach Delay		28.8			33.4			43.3			43.5	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	43	201		30	230		42	219		40	210	
Queue Length 95th (ft)	79	#310		60	#362		77	#392		73	#378	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	303	1164		340	1069		313	522		307	506	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.65		0.28	0.77		0.42	0.83		0.41	0.82	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 59 (66%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 35.8
 Intersection Capacity Utilization 74.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave



Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

Existing Weekday PM peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	712	102	18	867	289	107	255	11	177	277	33
Future Volume (vph)	11	712	102	18	867	289	107	255	11	177	277	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.96	1.00				1.00	
Frt		0.981				0.850		0.994			0.984	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3266	0	1745	3455	1478	1620	1808	0	1604	1737	0
Flt Permitted		0.939		0.186			0.567			0.333		
Satd. Flow (perm)	0	3070	0	340	3455	1413	963	1808	0	562	1737	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		17						2			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	13		11	11		13	5					5
Confl. Bikes (#/hr)			2			5						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	4%	6%	0%	1%	2%	4%	1%	0%	5%	4%	3%
Adj. Flow (vph)	11	734	105	19	894	298	110	263	11	182	286	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	850	0	19	894	298	110	274	0	182	320	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
 51: Brookside Ave/Uniondale Ave & Nassau Rd

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	2	2			0	0						
Act Effct Green (s)		31.6		36.7	35.7	35.7	16.7	16.7		33.3	32.3	
Actuated g/C Ratio		0.39		0.46	0.45	0.45	0.21	0.21		0.42	0.40	
v/c Ratio		0.70		0.07	0.58	0.47	0.55	0.72		0.51	0.46	
Control Delay		26.0		13.7	18.9	19.4	40.7	41.9		21.7	20.1	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		26.0		13.7	18.9	19.4	40.7	41.9		21.7	20.1	
LOS		C		B	B	B	D	D		C	C	
Approach Delay		26.0			19.0			41.5			20.7	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		161		5	168	101	46	118		51	98	
Queue Length 95th (ft)		#326		18	257	191	111	231		117	206	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1218		316	1973	807	281	529		365	864	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.70		0.06	0.45	0.37	0.39	0.52		0.50	0.37	



















Intersection Summary








Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 80.2
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 24.2
 Intersection Capacity Utilization 81.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		  	   			 	
Traffic Volume (vph)	399	1447	988	104	2	86	509
Future Volume (vph)	399	1447	988	104	2	86	509
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Ped Bike Factor						1.00	
Frt			0.986			0.888	0.850
Flt Protected	0.950					0.987	
Satd. Flow (prot)	1652	4793	4829	0	0	3062	1407
Flt Permitted	0.183					0.987	
Satd. Flow (perm)	318	4793	4829	0	0	3059	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			17			271	6
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Confl. Peds. (#/hr)						4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	1%	2%	6%	0%	5%	1%
Adj. Flow (vph)	424	1539	1051	111	2	91	541
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	424	1539	1162	0	0	364	270
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2

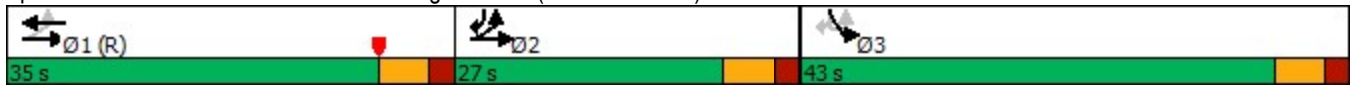
							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Permitted Phases	1 2				3		3
Detector Phase	2	1 2	1		3	3	2
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	75.9	81.9	51.2			11.1	41.8
Actuated g/C Ratio	0.72	0.78	0.49			0.11	0.40
v/c Ratio	0.78	0.41	0.49			0.64	0.48
Control Delay	34.7	4.2	18.5			17.9	27.0
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	34.7	4.2	18.5			17.9	27.0
LOS	C	A	B			B	C
Approach Delay		10.8	18.5			21.8	
Approach LOS		B	B			C	
Queue Length 50th (ft)	139	92	176			30	146
Queue Length 95th (ft)	#332	139	220			73	229
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	543	3739	2363			1253	563
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	0.78	0.41	0.49			0.29	0.48

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 15.0
 Intersection Capacity Utilization 66.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

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

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lanes, Volumes, Timings
 53: Roosevelt Field Mall & Old Country Rd

Existing Weekday PM peak hour
 05/28/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	22	2073	341	10	174	1649	59	330	27	393	98	10
Future Volume (vph)	22	2073	341	10	174	1649	59	330	27	393	98	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	13	12	11	11	11	11	12	12	13	11
Storage Length (ft)	200		0		155		0	0		0	70	
Storage Lanes	1		1		2		0	2		1	1	
Taper Length (ft)	60				110			0			75	
Lane Util. Factor	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95	0.95
Ped Bike Factor			0.99		1.00				0.98	0.98	0.99	0.99
Frt			0.850			0.995			0.890	0.850		
Flt Protected	0.950				0.950			0.950	0.993		0.950	0.961
Satd. Flow (prot)	1685	4964	1605	0	3385	6226	0	3053	1412	1534	1772	1677
Flt Permitted	0.950				0.950			0.950	0.993		0.950	0.961
Satd. Flow (perm)	1685	4964	1581	0	3385	6226	0	3053	1412	1506	1758	1666
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			278			4			88	72		
Link Speed (mph)		40				40			25			25
Link Distance (ft)		700				492			452			251
Travel Time (s)		11.9				8.4			12.3			6.8
Confl. Peds. (#/hr)			2		2					10	10	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	4%	0%	0%	1%	0%	4%	0%	0%	0%	0%
Adj. Flow (vph)	22	2115	348	10	178	1683	60	337	28	401	100	10
Shared Lane Traffic (%)								10%		43%	45%	
Lane Group Flow (vph)	22	2115	348	0	188	1743	0	303	234	229	55	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		24				32			36			22
Link Offset(ft)		0				0			0			-20
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	76
Future Volume (vph)	76
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	70
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	0%
Adj. Flow (vph)	78
Shared Lane Traffic (%)	
Lane Group Flow (vph)	78
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split	NA
Protected Phases	5	2	8	1	1	6		8	8		4	4
Permitted Phases			2							1 8		
Detector Phase	5	2	8	1	1	6		8	8	1 8	4	4
Switch Phase												
Minimum Initial (s)	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0	10.0
Minimum Split (s)	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0	16.0
Total Split (s)	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0	22.0
Total Split (%)	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%	13.8%
Maximum Green (s)	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0	4.0
Recall Mode	None	C-Min	None	None	None	C-Min		None	None		None	None
Walk Time (s)		7.0	7.0			7.0		7.0	7.0			
Flash Dont Walk (s)		35.0	37.0			35.0		37.0	37.0			
Pedestrian Calls (#/hr)		0	1			3		1	1			
Act Effct Green (s)	8.0	76.1	109.6		14.2	82.3		33.5	33.5	53.7	12.2	12.2
Actuated g/C Ratio	0.05	0.48	0.68		0.09	0.51		0.21	0.21	0.34	0.08	0.08
v/c Ratio	0.26	0.90	0.30		0.63	0.54		0.47	0.64	0.41	0.41	0.43
Control Delay	84.4	32.6	1.3		79.5	28.9		56.5	42.0	27.6	79.1	80.6
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	32.6	1.3		79.5	28.9		56.5	42.0	27.6	79.1	80.6
LOS	F	C	A		E	C		E	D	C	E	F
Approach Delay		28.6				33.9			43.4			63.3
Approach LOS		C				C			D			E
Queue Length 50th (ft)	23	311	14		99	346		154	165	131	58	58
Queue Length 95th (ft)	m32	#1064	m40		140	485		186	253	181	109	109
Internal Link Dist (ft)		620				412			372			171
Turn Bay Length (ft)	200				155						70	
Base Capacity (vph)	252	2360	1274		507	3202		878	468	639	177	167
Starvation Cap Reductn	0	0	0		0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0		0	0	0	0	0
Reduced v/c Ratio	0.09	0.90	0.27		0.37	0.54		0.35	0.50	0.36	0.31	0.33

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Lane Group SBR

Detector 2 Channel
 Detector 2 Extend (s)
 Turn Type custom
 Protected Phases
 Permitted Phases 4 5
 Detector Phase 4 5
 Switch Phase
 Minimum Initial (s)
 Minimum Split (s)
 Total Split (s)
 Total Split (%)
 Maximum Green (s)
 Yellow Time (s)
 All-Red Time (s)
 Lost Time Adjust (s)
 Total Lost Time (s)
 Lead/Lag
 Lead-Lag Optimize?
 Vehicle Extension (s)
 Recall Mode
 Walk Time (s)
 Flash Dont Walk (s)
 Pedestrian Calls (#/hr)
 Act Effct Green (s) 20.2
 Actuated g/C Ratio 0.13
 v/c Ratio 0.38
 Control Delay 40.1
 Queue Delay 0.0
 Total Delay 40.1
 LOS D
 Approach Delay
 Approach LOS
 Queue Length 50th (ft) 51
 Queue Length 95th (ft) 69
 Internal Link Dist (ft)
 Turn Bay Length (ft) 70
 Base Capacity (vph) 403
 Starvation Cap Reductn 0
 Spillback Cap Reductn 0
 Storage Cap Reductn 0
 Reduced v/c Ratio 0.19







Intersection Summary

Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 33.8
 Intersection Capacity Utilization 90.9%
 Analysis Period (min) 15













Intersection LOS: C
 ICU Level of Service E

- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	1339	1088	24	1003	59	265	100	19	92	160	91
Future Volume (vph)	143	1339	1088	24	1003	59	265	100	19	92	160	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97		1.00			0.99		0.99	0.99	
Frt			0.850		0.992			0.976			0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3622	1599	1685	3506	0	3204	1587	0	1770	1718	0
Flt Permitted	0.099			0.066			0.950			0.950		
Satd. Flow (perm)	177	3622	1559	117	3506	0	3204	1587	0	1745	1718	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			624		4			6				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)			7	7					9	9		
Confl. Bikes (#/hr)						5			5			2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	1%	0%	2%	2%	2%	8%	11%	2%	1%	0%
Adj. Flow (vph)	157	1471	1196	26	1102	65	291	110	21	101	176	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	1471	1196	26	1167	0	291	131	0	101	276	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20			20	
Link Offset(ft)		0			0			0			-12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				2	2				
Act Effct Green (s)	79.5	71.5	71.5	68.9	61.4		18.4	18.4		26.1	26.1	
Actuated g/C Ratio	0.57	0.51	0.51	0.49	0.44		0.13	0.13		0.19	0.19	
v/c Ratio	0.68	0.80	1.09	0.22	0.76		0.69	0.62		0.31	0.87	
Control Delay	34.7	34.4	71.1	21.0	38.7		66.6	66.6		50.9	80.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	34.7	34.4	71.1	21.0	38.7		66.6	66.6		50.9	80.4	
LOS	C	C	E	C	D		E	E		D	F	
Approach Delay		50.0			38.3			66.6				72.5
Approach LOS		D			D			E				E
Queue Length 50th (ft)	68	612	~936	10	468		132	109		79	242	
Queue Length 95th (ft)	145	#852	#1222	28	#712		175	173		134	#371	
Internal Link Dist (ft)		525			368			433				428
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	255	1848	1101	209	1539		778	389		366	355	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.62	0.80	1.09	0.12	0.76		0.37	0.34		0.28	0.78	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 132 (94%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated















Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 50.3
 Intersection Capacity Utilization 98.7%
 Analysis Period (min) 15







Intersection LOS: D
 ICU Level of Service F

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

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

↙ Ø1 17 s	↘ Ø2 (R) 48 s	↙ Ø4 35 s	↘ Ø8 40 s
↗ Ø5 17 s	↖ Ø6 (R) 48 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	408	321	164	1324	1191	162
Future Volume (vph)	408	321	164	1324	1191	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.982	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1752	3505	3445	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1599	367	3505	3445	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1			19	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			6			6
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	3%	3%	3%	0%
Adj. Flow (vph)	439	345	176	1424	1281	174
Shared Lane Traffic (%)						
Lane Group Flow (vph)	439	345	176	1424	1455	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	2					
Act Effct Green (s)	15.6	34.6	37.2	39.2	20.1	
Actuated g/C Ratio	0.23	0.52	0.56	0.59	0.30	
v/c Ratio	0.56	0.42	0.34	0.69	1.39	
Control Delay	25.2	11.4	8.8	12.9	204.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.2	11.4	8.8	12.9	204.1	
LOS	C	B	A	B	F	
Approach Delay	19.1			12.4	204.1	
Approach LOS	B			B	F	
Queue Length 50th (ft)	81	79	26	186	~424	
Queue Length 95th (ft)	120	132	68	343	#641	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1260	810	516	2055	1049	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.35	0.43	0.34	0.69	1.39	












Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 66.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.39
 Intersection Signal Delay: 86.4
 Intersection Capacity Utilization 72.2%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service C

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	57	40	18	1727	1354	13
Future Volume (vph)	57	40	18	1727	1354	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.999	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1719	1568	1805	5085	3531	0
Flt Permitted	0.950		0.190			
Satd. Flow (perm)	1719	1568	361	5085	3531	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		42			1	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	3%	0%	2%	2%	15%
Adj. Flow (vph)	60	42	19	1818	1425	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	42	19	1818	1439	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	
Permitted Phases		3	1 2			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	8.4	8.4	34.9	42.3	21.0	
Actuated g/C Ratio	0.14	0.14	0.59	0.72	0.36	
v/c Ratio	0.24	0.16	0.03	0.50	1.14	
Control Delay	24.2	9.3	5.2	5.7	98.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.2	9.3	5.2	5.7	98.2	
LOS	C	A	A	A	F	
Approach Delay	18.1			5.7	98.2	
Approach LOS	B			A	F	
Queue Length 50th (ft)	18	0	2	102	~375	
Queue Length 95th (ft)	46	22	8	154	#523	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	797	749	594	3654	1264	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.06	0.03	0.50	1.14	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 58.7
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 45.5
 Intersection Capacity Utilization 52.8%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service A

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

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

Splits and Phases: 56: Merrick Ave & Privado Rd















Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

Existing Weekday PM peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	1849	257	181	1101	37	217	129	219	74	297	89
Future Volume (vph)	46	1849	257	181	1101	37	217	129	219	74	297	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.906			0.974	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1624	5085	1436	1652	5085	1358	1577	1527	0	0	1714	0
Flt Permitted	0.950			0.950			0.346				0.622	
Satd. Flow (perm)	1624	5085	1436	1652	5085	1358	574	1527	0	0	1074	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						96		97			14	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	5%	2%	2%	11%	3%	4%	0%	7%	3%	21%
Adj. Flow (vph)	54	2175	302	213	1295	44	255	152	258	87	349	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	2175	302	213	1295	44	255	410	0	0	541	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 3 Position(ft)											26	

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	40.0	40.0	16.0	45.0	45.0	44.0	44.0		44.0	44.0	
Total Split (%)	11.0%	40.0%	40.0%	16.0%	45.0%	45.0%	44.0%	44.0%		44.0%	44.0%	
Maximum Green (s)	6.0	32.6	32.6	11.0	37.6	37.6	37.2	37.2		37.2	37.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.7	32.6	32.6	11.0	39.8	39.8	37.2	37.2				37.2
Actuated g/C Ratio	0.06	0.33	0.33	0.11	0.40	0.40	0.37	0.37				0.37
v/c Ratio	0.58	1.31	0.65	1.18	0.64	0.07	1.20	0.65				1.33
Control Delay	70.9	175.5	36.4	163.2	26.7	0.2	156.3	25.3				191.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	70.9	175.5	36.4	163.2	26.7	0.2	156.3	25.3				191.4
LOS	E	F	D	F	C	A	F	C				F
Approach Delay		156.7			44.7			75.5				191.4
Approach LOS		F			D			E				F
Queue Length 50th (ft)	34	~657	163	~163	249	0	~198	163				~447
Queue Length 95th (ft)	#79	#689	239	#283	278	0	#326	246				#602
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	97	1657	468	181	2023	598	213	628				408
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.56	1.31	0.65	1.18	0.64	0.07	1.20	0.65				1.33

Intersection Summary

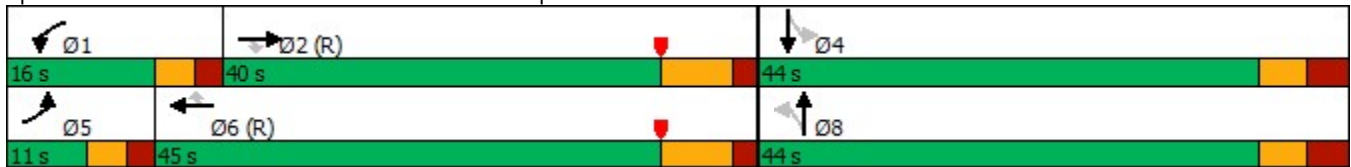
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 59 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 117.2
 Intersection Capacity Utilization 112.8%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H




















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

Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke















Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	160	17	45	124	162	21	390	71	240	681	80
Future Volume (vph)	39	160	17	45	124	162	21	390	71	240	681	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.98	1.00	1.00		1.00	1.00	
Frt		0.990				0.850		0.977			0.984	
Flt Protected		0.991			0.987		0.950			0.950		
Satd. Flow (prot)	0	1848	0	0	1777	1583	1624	3339	0	1518	3190	0
Flt Permitted		0.902			0.839		0.260			0.433		
Satd. Flow (perm)	0	1682	0	0	1510	1558	444	3339	0	691	3190	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				184		31			26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	2		2	2		2	2		2	2		2
Confl. Bikes (#/hr)			1			3			3			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	2%	2%	2%	0%	2%	0%	7%	4%	1%
Adj. Flow (vph)	44	182	19	51	141	184	24	443	81	273	774	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	245	0	0	192	184	24	524	0	273	865	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

Existing Weekday PM peak hour
05/28/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	2	2		2	2	2						
Act Effct Green (s)		13.6			13.6	13.6	20.3	20.3		29.8	32.3	
Actuated g/C Ratio		0.24			0.24	0.24	0.36	0.36		0.52	0.57	
v/c Ratio		0.60			0.53	0.36	0.15	0.43		0.57	0.48	
Control Delay		25.4			24.7	5.4	18.9	15.9		12.7	9.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		25.4			24.7	5.4	18.9	15.9		12.7	9.0	
LOS		C			C	A	B	B		B	A	
Approach Delay		25.4			15.3			16.1			9.9	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)		72			57	0	6	65		39	77	
Queue Length 95th (ft)		131			108	36	25	126		101	155	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		691			617	746	157	1207		531	1818	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.35			0.31	0.25	0.15	0.43		0.51	0.48	

Intersection Summary










Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 57
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60

Intersection Signal Delay: 13.9
Intersection Capacity Utilization 78.1%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service D

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	202	108	54	281	190
Future Volume (vph)	24	202	108	54	281	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.879		0.955			
Flt Protected	0.995					0.971
Satd. Flow (prot)	1551	0	1944	0	0	1781
Flt Permitted	0.995					0.971
Satd. Flow (perm)	1551	0	1944	0	0	1781
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)		1		3	3	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	25%	5%	1%	6%	5%	10%
Adj. Flow (vph)	26	220	117	59	305	207
Shared Lane Traffic (%)						
Lane Group Flow (vph)	246	0	176	0	0	512
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 58.9% ICU Level of Service B
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
59: Main St & Meadow St

Existing Weekday PM peak hour
05/28/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	24	202	108	54	281	190
Future Volume (Veh/h)	24	202	108	54	281	190
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	220	117	59	305	207
Pedestrians	3					1
Lane Width (ft)	12.0					13.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.80					
vC, conflicting volume	966	150			179	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	836	150			179	
tC, single (s)	6.6	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.7	3.3			2.2	
p0 queue free %	86	75			78	
cM capacity (veh/h)	192	885			1375	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	246	176	512			
Volume Left	26	0	305			
Volume Right	220	59	0			
cSH	641	1700	1375			
Volume to Capacity	0.38	0.10	0.22			
Queue Length 95th (ft)	45	0	21			
Control Delay (s)	14.1	0.0	5.8			
Lane LOS	B		A			
Approach Delay (s)	14.1	0.0	5.8			
Approach LOS	B					
Intersection Summary						
Average Delay			6.9			
Intersection Capacity Utilization			58.9%		ICU Level of Service	B
Analysis Period (min)			15			













Lanes, Volumes, Timings
60: Washington Ave & Meadow St

Existing Weekday PM peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	192	74	13	192	10	33	215	26	21	545	48
Future Volume (vph)	20	192	74	13	192	10	33	215	26	21	545	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00	0.97		1.00	0.98
Frt		0.965			0.994				0.850			0.850
Flt Protected		0.996			0.997			0.993			0.998	
Satd. Flow (prot)	0	1803	0	0	1778	0	0	1746	1615	0	1753	1449
Flt Permitted		0.960			0.964			0.840			0.981	
Satd. Flow (perm)	0	1738	0	0	1719	0	0	1477	1559	0	1723	1418
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		39							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	2					2	1		8	8		1
Confl. Bikes (#/hr)						3			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	5%	8%	6%	0%	0%	1%	0%	0%	1%	4%
Adj. Flow (vph)	22	209	80	14	209	11	36	234	28	23	592	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	0	234	0	0	270	28	0	615	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

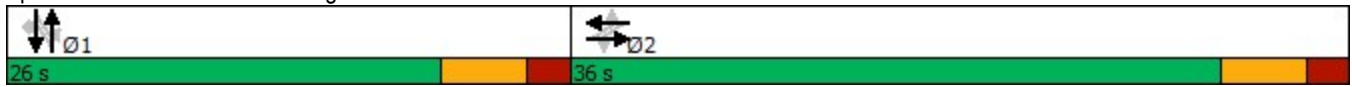
Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	3	3		3	3							
Act Effct Green (s)		12.8			12.8			20.1	20.1		20.1	20.1
Actuated g/C Ratio		0.28			0.28			0.45	0.45		0.45	0.45
v/c Ratio		0.60			0.48			0.41	0.04		0.80	0.08
Control Delay		16.9			16.6			11.9	2.0		23.3	3.9
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		16.9			16.6			11.9	2.0		23.3	3.9
LOS		B			B			B	A		C	A
Approach Delay		16.9			16.6			11.0			21.8	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		58			49			39	0		113	0
Queue Length 95th (ft)		114			94			115	7		#352	16
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1178			1152			660	726		770	663
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.26			0.20			0.41	0.04		0.80	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 45
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 17.9
 Intersection Capacity Utilization 77.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 60: Washington Ave & Meadow St



Lanes, Volumes, Timings
61: Clinton St & Meadow St

Existing Weekday PM peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	117	66	15	83	13	22	557	9	12	766	67
Future Volume (vph)	119	117	66	15	83	13	22	557	9	12	766	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.971			0.985			0.998			0.988	
Flt Protected		0.981			0.993			0.998			0.999	
Satd. Flow (prot)	0	1738	0	0	1811	0	0	3432	0	0	3437	0
Flt Permitted		0.821			0.925			0.902			0.944	
Satd. Flow (perm)	0	1453	0	0	1687	0	0	3101	0	0	3247	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			13			3			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	4		1	1		4	6		4	4		6
Confl. Bikes (#/hr)			2						3			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	5%	7%	2%	0%	0%	5%	0%	0%	3%	9%
Adj. Flow (vph)	123	121	68	15	86	13	23	574	9	12	790	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	312	0	0	114	0	0	606	0	0	871	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

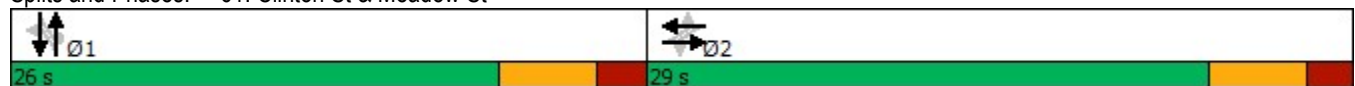
Existing Weekday PM peak hour
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








Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	3	3		3	3							
Act Effct Green (s)		13.6			13.6			20.2			20.2	
Actuated g/C Ratio		0.30			0.30			0.44			0.44	
v/c Ratio		0.69			0.22			0.44			0.61	
Control Delay		21.0			11.5			11.3			12.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.0			11.5			11.3			12.9	
LOS		C			B			B			B	
Approach Delay		21.0			11.5			11.3			12.9	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		63			19			53			81	
Queue Length 95th (ft)		125			46			116			173	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		749			859			1364			1437	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.42			0.13			0.44			0.61	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 46
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 13.7
 Intersection Capacity Utilization 65.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 61: Clinton St & Meadow St



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	9	63	9	4	121	16
Future Volume (vph)	9	63	9	4	121	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882				0.984	
Flt Protected				0.966	0.958	
Satd. Flow (prot)	1676	0	0	1835	1894	0
Flt Permitted				0.966	0.958	
Satd. Flow (perm)	1676	0	0	1835	1894	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	10	70	10	4	134	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	0	14	152	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 21.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
62: Lindbergh St & Meadow St

Existing Weekday PM peak hour
05/28/2024

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (veh/h)	9	63	9	4	121	16
Future Volume (Veh/h)	9	63	9	4	121	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	10	70	10	4	134	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			80		69	45
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			80		69	45
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		86	98
cM capacity (veh/h)			1531		932	1031
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	80	14	152			
Volume Left	0	10	134			
Volume Right	70	0	18			
cSH	1700	1531	943			
Volume to Capacity	0.05	0.01	0.16			
Queue Length 95th (ft)	0	0	14			
Control Delay (s)	0.0	5.3	9.6			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.3	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization			21.7%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	341	647	128	62	11
Future Volume (vph)	3	341	647	128	62	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.978		0.980	
Flt Protected					0.959	
Satd. Flow (prot)	0	1845	1837	0	1786	0
Flt Permitted					0.959	
Satd. Flow (perm)	0	1845	1837	0	1786	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	7			7		
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	1%	2%	0%	0%
Adj. Flow (vph)	3	379	719	142	69	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	382	861	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 52.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
63: Westbury Blvd & Lindbergh St

Existing Weekday PM peak hour
05/28/2024

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	341	647	128	62	11
Future Volume (Veh/h)	3	341	647	128	62	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	379	719	142	69	12
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1221			
pX, platoon unblocked	0.85				0.85	0.85
vC, conflicting volume	868				1182	797
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	757				1126	674
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				64	97
cM capacity (veh/h)	729				192	387
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	382	861	81			
Volume Left	3	0	69			
Volume Right	0	142	12			
cSH	729	1700	208			
Volume to Capacity	0.00	0.51	0.39			
Queue Length 95th (ft)	0	0	43			
Control Delay (s)	0.1	0.0	33.0			
Lane LOS	A		D			
Approach Delay (s)	0.1	0.0	33.0			
Approach LOS			D			
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			52.7%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
64: Oak Street & Westbury Blvd/Meadow St













Existing Weekday PM peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	195	180	58	126	403	91	23	89	395	57	1	85
Future Volume (vph)	195	180	58	126	403	91	23	89	395	57	1	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	12	10
Storage Length (ft)	55		0	0		0		85		95		135
Storage Lanes	1		0	0		1		1		1		1
Taper Length (ft)	25			0				110				85
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99			1.00	0.98				0.98		1.00
Frt		0.963				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1678	1647	0	0	1763	1358	0	1671	3261	1432	0	1652
Flt Permitted	0.220				0.808			0.519				0.383
Satd. Flow (perm)	388	1647	0	0	1438	1332	0	913	3261	1405	0	664
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		23				100				95		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	7		15	15		7				8		8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	3%	3%	6%	2%	11%	4%	0%	7%	9%	0%	2%
Adj. Flow (vph)	214	198	64	138	443	100	25	98	434	63	1	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	214	262	0	0	581	100	0	123	434	63	0	94
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		11			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	1	1	1	1
Detector Template				Left			Left				Left	
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	20
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	359	300
Future Volume (vph)	359	300
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3323	1386
Flt Permitted		
Satd. Flow (perm)	3323	1386
Right Turn on Red		Yes
Satd. Flow (RTOR)		180
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	5%	1%
Adj. Flow (vph)	395	330
Shared Lane Traffic (%)		
Lane Group Flow (vph)	395	330
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		
Leading Detector (ft)	160	160
Trailing Detector (ft)	94	154
Detector 1 Position(ft)	154	154
Detector 1 Size(ft)	6	6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St

Existing Weekday PM peak hour
 05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4			4				2		1	1
Permitted Phases	4			4		4	2	2		2	6	6
Detector Phase	4	4		4	4	4	2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	2.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	6.0
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	14.0
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	18.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5		5.5	5.5	5.5		4.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	None
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	3	3		3	3	3						
Act Effct Green (s)	25.2	25.2			25.2	25.2		17.9	17.9	17.9		27.9
Actuated g/C Ratio	0.40	0.40			0.40	0.40		0.29	0.29	0.29		0.44
v/c Ratio	1.38	0.39			1.01	0.17		0.47	0.47	0.13		0.24
Control Delay	229.7	15.6			63.3	4.5		26.9	21.1	2.8		11.2
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	229.7	15.6			63.3	4.5		26.9	21.1	2.8		11.2
LOS	F	B			E	A		C	C	A		B
Approach Delay		111.9			54.7				20.4			
Approach LOS		F			D				C			
Queue Length 50th (ft)	~114	63			~230	0		40	74	0		20
Queue Length 95th (ft)	#255	138			#480	28		91	117	14		42
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55							85		95		135
Base Capacity (vph)	155	675			577	595		366	1310	621		454
Starvation Cap Reductn	0	0			0	0		0	0	0		0
Spillback Cap Reductn	0	0			0	0		0	0	0		0
Storage Cap Reductn	0	0			0	0		0	0	0		0
Reduced v/c Ratio	1.38	0.39			1.01	0.17		0.34	0.33	0.10		0.21

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 62.7
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.38
 Intersection Signal Delay: 43.0
 Intersection LOS: D

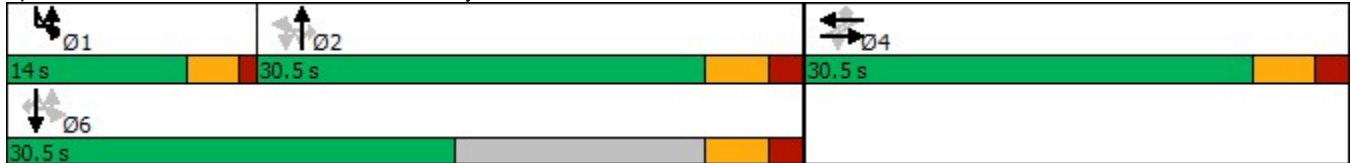
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	17.0	17.0
Minimum Split (s)	22.5	22.5
Total Split (s)	30.5	30.5
Total Split (%)	40.7%	40.7%
Maximum Green (s)	25.0	25.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	Min	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	26.4	26.4
Actuated g/C Ratio	0.42	0.42
v/c Ratio	0.28	0.48
Control Delay	12.1	8.1
Queue Delay	0.0	0.0
Total Delay	12.1	8.1
LOS	B	A
Approach Delay	10.4	
Approach LOS	B	
Queue Length 50th (ft)	48	35
Queue Length 95th (ft)	74	89
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	2082	935
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.19	0.35

Intersection Summary

Intersection Capacity Utilization 90.2% ICU Level of Service E
 Analysis Period (min) 15



















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

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke














Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	23	7	23	1777	21	1	33	1543	37	26	17	4
Future Volume (vph)	23	7	23	1777	21	1	33	1543	37	26	17	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.99	0.98	
Frt				0.998				0.996		0.850		
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	5124	0	0	1805	4833	0	1389	1715	0
Flt Permitted			0.950				0.950				0.680	
Satd. Flow (perm)	0	0	1802	5124	0	0	1802	4833	0	1370	1201	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				2								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		3	3		9		9		3	3	16	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	24	7	24	1832	22	1	34	1591	38	27	18	4
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	55	1854	0	0	35	1632	0	24	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	0	1	1	2		0	1	2		1	1	1
Detector Template		Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
Trailing Detector (ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Size(ft)	0	20	20	6		0	20	6		20	20	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94				94				
Detector 2 Size(ft)				6				6				
Detector 2 Type				Cl+Ex				Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)				0.0				0.0				

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	9	61	45	15	51
Future Volume (vph)	9	61	45	15	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	0.99			0.98	
Frt	0.879			0.930	
Flt Protected	0.996			0.980	
Satd. Flow (prot)	1580	0	0	3234	0
Flt Permitted	0.968			0.798	
Satd. Flow (perm)	1527	0	0	2633	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	63				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)					16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	63	46	15	53
Shared Lane Traffic (%)					
Lane Group Flow (vph)	78	0	0	114	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	Cl+Ex			Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	

Lanes, Volumes, Timings
 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

Existing Weekday PM peak hour
 05/28/2024

													
Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL	
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm	
Protected Phases	5	5	5	2		1	1	6					
Permitted Phases										6	4	4	
Detector Phase	5	5	5	2		1	1	6		6	4	4	
Switch Phase													
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0	
Total Split (s)	26.0	26.0	26.0	107.0		26.0	26.0	107.0		107.0	37.0	37.0	
Total Split (%)	15.3%	15.3%	15.3%	62.9%		15.3%	15.3%	62.9%		62.9%	21.8%	21.8%	
Maximum Green (s)	21.0	21.0	21.0	100.0		21.0	21.0	100.0		100.0	30.0	30.0	
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0	
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0		
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0	
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None	
Walk Time (s)				7.0									
Flash Dont Walk (s)				15.0									
Pedestrian Calls (#/hr)				5									
Act Effct Green (s)			10.6	129.8			7.8	127.4		127.4	15.4		
Actuated g/C Ratio			0.06	0.76			0.05	0.75		0.75	0.09		
v/c Ratio			0.49	0.47			0.43	0.45		0.02	0.15		
Control Delay			101.1	0.8			93.5	10.0		8.6	70.0		
Queue Delay			0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay			101.1	0.8			93.5	10.0		8.6	70.0		
LOS			F	A			F	B		A	E		
Approach Delay				3.7				11.8					
Approach LOS				A				B					
Queue Length 50th (ft)			64	6			39	241		6	17		
Queue Length 95th (ft)			m91	38			80	423		26	42		
Internal Link Dist (ft)				1126				408					
Turn Bay Length (ft)			360				105						
Base Capacity (vph)			222	3913			222	3621		1026	211		
Starvation Cap Reductn			0	0			0	0		0	0		
Spillback Cap Reductn			0	0			0	0		0	0		
Storage Cap Reductn			0	0			0	0		0	0		
Reduced v/c Ratio			0.25	0.47			0.16	0.45		0.02	0.08		

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 4 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 10.3
 Intersection LOS: B

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		39.0	39.0	
Total Split (s)	37.0		37.0	37.0	
Total Split (%)	21.8%		21.8%	21.8%	
Maximum Green (s)	30.0		30.0	30.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			25.0	25.0	
Pedestrian Calls (#/hr)			3	3	
Act Effct Green (s)	15.4			15.4	
Actuated g/C Ratio	0.09			0.09	
v/c Ratio	0.40			0.48	
Control Delay	26.0			78.5	
Queue Delay	0.0			0.0	
Total Delay	26.0			78.5	
LOS	C			E	
Approach Delay	33.5			78.5	
Approach LOS	C			E	
Queue Length 50th (ft)	16			65	
Queue Length 95th (ft)	69			92	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	321			464	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.24			0.25	
Intersection Summary					



Intersection Capacity Utilization 71.2%







ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

 Ø1 26 s	 Ø2 (R) 107 s	 Ø4 37 s
 Ø5 26 s	 Ø6 (R) 107 s	 Ø8 37 s







						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	785	0	0	1320	0	478
Future Volume (vph)	785	0	0	1320	0	478
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3471	0	0	4988	0	2682
Flt Permitted						
Satd. Flow (perm)	3471	0	0	4988	0	2682
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	2%	4%	2%	6%
Adj. Flow (vph)	818	0	0	1375	0	498
Shared Lane Traffic (%)						
Lane Group Flow (vph)	818	0	0	1375	0	498
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 45.1% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
82: Peninsula Blvd & Fulton Ave

Existing Weekday PM peak hour
05/28/2024

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	785	0	0	1320	0	478	
Future Volume (Veh/h)	785	0	0	1320	0	478	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Hourly flow rate (vph)	818	0	0	1375	0	498	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	171						
pX, platoon unblocked			0.81		0.81	0.81	
vC, conflicting volume			818		1276	409	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			290		860	0	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.4	
p0 queue free %			100		100	42	
cM capacity (veh/h)			1021		238	863	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	409	409	458	458	458	249	249
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	249	249
cSH	1700	1700	1700	1700	1700	863	863
Volume to Capacity	0.24	0.24	0.27	0.27	0.27	0.29	0.29
Queue Length 95th (ft)	0	0	0	0	0	30	30
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.9	10.9
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			10.9	
Approach LOS						B	
Intersection Summary							
Average Delay			2.0				
Intersection Capacity Utilization			45.1%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	264	478	0	894						
Future Volume (vph)	0	0	264	478	0	894						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.929	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3061	1386	0	3471						
Flt Permitted												
Satd. Flow (perm)	0	0	3061	1386	0	3471						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			300	302								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	4%	6%	0%	4%						
Adj. Flow (vph)	0	0	334	605	0	1132						
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	637	302	0	1132						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												











Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	32.0
Total Split (s)							31.0	50.0	39.0	31.0	50.0	39.0
Total Split (%)							26%	42%	33%	26%	42%	33%
Maximum Green (s)							26.0	44.0	33.0	26.0	44.0	33.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								1				15
Act Effct Green (s)			68.2	68.2								120.0
Actuated g/C Ratio			0.57	0.57								1.00
v/c Ratio			0.34	0.33								0.33
Control Delay			7.1	2.3								0.2
Queue Delay			0.0	0.0								0.0
Total Delay			7.1	2.3								0.2
LOS			A	A								A
Approach Delay			5.6									0.2
Approach LOS			A									A
Queue Length 50th (ft)			58	0								0
Queue Length 95th (ft)			81	23								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1842	907								3408
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			59	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.36	0.33								0.33

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 2.6
 Intersection Capacity Utilization 28.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd









								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations								
Traffic Volume (vph)	0	0	0	1117	0	0	0	1533
Future Volume (vph)	0	0	0	1117	0	0	0	1533
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.64
Frt								0.850
Flt Protected								
Satd. Flow (prot)	0	0	0	6471	0	1900	0	4053
Flt Permitted								
Satd. Flow (perm)	0	0	0	6471	0	1900	0	4053
Link Speed (mph)	30			50	30		50	
Link Distance (ft)	446			646	343		189	
Travel Time (s)	10.1			8.8	7.8		2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	1%	2%	0%	2%	2%
Adj. Flow (vph)	0	0	0	1214	0	0	0	1666
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	1214	0	0	0	1666
Enter Blocked Intersection	No	No	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	R NA	Left	Left
Median Width(ft)	30			40	4		40	
Link Offset(ft)	0			0	0		0	
Crosswalk Width(ft)	16			16	16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9	50	50
Sign Control	Stop			Free	Stop		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 36.8% ICU Level of Service A
 Analysis Period (min) 15










Intersection has too many legs for HCM analysis.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	1554	0	0	0	1012
Future Volume (vph)	0	1554	0	0	0	1012
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Fr _t						0.850
Fl _t Protected						
Satd. Flow (prot)	0	6471	0	0	0	4053
Fl _t Permitted						
Satd. Flow (perm)	0	6471	0	0	0	4053
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.92	0.83	0.92	0.92	0.92	0.83
Heavy Vehicles (%)	0%	1%	0%	0%	0%	2%
Adj. Flow (vph)	0	1872	0	0	0	1219
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1872	0	0	0	1219
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 46.9% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 400: James Doolittle Blvd & Parking F

Existing Weekday PM peak hour
 05/28/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	604			233	378	
Travel Time (s)	13.7			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd

Existing Weekday PM peak hour
 05/28/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 402: James Doolittle Blvd & Exist Hotel Access

Existing Weekday PM peak hour
 05/28/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	284	
Travel Time (s)	3.3			9.4	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 403: James Doolittle Blvd & Marriott Drwy

Existing Weekday PM peak hour
 05/28/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	293			284	451	
Travel Time (s)	6.7			6.5	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
406: Sands Ave

Existing Weekday PM peak hour
05/28/2024

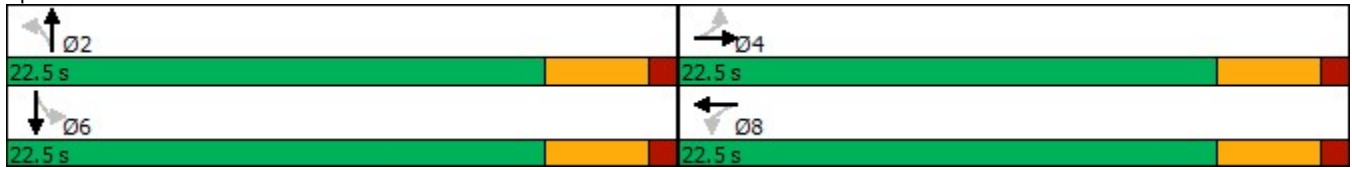
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			604			302			502	
Travel Time (s)		5.4			13.7			6.9			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			16			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		159			524			222			422	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Fr						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	1863	1770	1770
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	1863	1770	1770
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	350			454	230	
Travel Time (s)	8.0			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						0%
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			16	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split			pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	24.5	24.5	24.5	22.5	
Total Split (%)	32.9%	35.0%	35.0%	35.0%	32.1%	
Maximum Green (s)	18.5	20.0	20.0	20.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	270			374	150	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						












Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 20
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 408: East Dr/Sands Ave & North Dr














						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

















HCM Unsignalized Intersection Capacity Analysis
 409: Sands Ave & Parking E

Existing Weekday PM peak hour
 05/28/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	0	0	0	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
410: MSK Entrance & Garage C & West Dr

Existing Weekday PM peak hour
05/28/2024



















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	24	0	0	0	29	0	0	0	0	0
Future Volume (vph)	0	0	24	0	0	0	29	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865										
Flt Protected							0.950					
Satd. Flow (prot)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			395	
Travel Time (s)		2.8			3.6			7.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	26	0	0	0	32	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	0	0	32	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.3%
 Analysis Period (min) 15
 ICU Level of Service A

















HCM Unsignalized Intersection Capacity Analysis
 410: MSK Entrance & Garage C & West Dr

Existing Weekday PM peak hour
 05/28/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	24	0	0	0	29	0	0	0	0	0
Future Volume (Veh/h)	0	0	24	0	0	0	29	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	26	0	0	0	32	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								348				
pX, platoon unblocked												
vC, conflicting volume	64	64	0	90	64	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	64	64	0	90	64	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	100	98			100		
cM capacity (veh/h)	916	810	1085	860	810	1085	1623			1623		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	26	0	32	0	0	0						
Volume Left	0	0	32	0	0	0						
Volume Right	26	0	0	0	0	0						
cSH	1085	1700	1623	1700	1700	1700						
Volume to Capacity	0.02	0.00	0.02	0.00	0.00	0.00						
Queue Length 95th (ft)	2	0	2	0	0	0						
Control Delay (s)	8.4	0.0	7.3	0.0	0.0	0.0						
Lane LOS	A	A	A									
Approach Delay (s)	8.4	0.0	7.3		0.0							
Approach LOS	A	A										
Intersection Summary												
Average Delay			7.8									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
412: West Dr & South Dr










Existing Weekday PM peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		155			233			395			225	
Travel Time (s)		3.5			5.3			9.0			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Free			Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 ICU Level of Service A










Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	10	0	0	69	0	0
Future Volume (vph)	10	0	0	69	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	11	0	0	75	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	75	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7%
 Analysis Period (min) 15
 ICU Level of Service A

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	10	0	0	69	0	0
Future Volume (Veh/h)	10	0	0	69	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	0	0	75	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	221					
pX, platoon unblocked						
vC, conflicting volume			11		48	6
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			11		48	6
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1607		955	1076
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	7	4	38	38	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.02	0.02	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	10	0	0	69	0	0
Future Volume (vph)	10	0	0	69	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	1863	0
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	11	0	0	75	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	75	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 414: MSK Dock & South Dr

Existing Weekday PM peak hour
 05/28/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	10	0	0	69	0	0
Future Volume (Veh/h)	10	0	0	69	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	0	0	75	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	408					
pX, platoon unblocked						
vC, conflicting volume			11		48	6
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			11		48	6
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1607		955	1076
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	7	4	38	38	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.02	0.02	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	10	0	0	69	0
Future Volume (vph)	0	10	0	0	69	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.850					
Flt Protected					0.950	
Satd. Flow (prot)	2895	0	0	3539	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	2895	0	0	3539	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	87			155	141	
Travel Time (s)	2.0			3.5	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	3%	2%
Adj. Flow (vph)	0	11	0	0	75	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	0	75	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.8% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 415: MSK Garage & South Dr

Existing Weekday PM peak hour
 05/28/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	10	0	0	69	0
Future Volume (Veh/h)	0	10	0	0	69	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	11	0	0	75	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	495					
pX, platoon unblocked						
vC, conflicting volume			11			6
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			11			6
tC, single (s)			4.1			6.9
tC, 2 stage (s)						
tF (s)			2.2			3.3
p0 queue free %			100			93
cM capacity (veh/h)			1607			1012
						1076
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	11	0	0	75	
Volume Left	0	0	0	0	75	
Volume Right	0	11	0	0	0	
cSH	1700	1700	1700	1700	1012	
Volume to Capacity	0.00	0.01	0.00	0.00	0.07	
Queue Length 95th (ft)	0	0	0	0	6	
Control Delay (s)	0.0	0.0	0.0	0.0	8.8	
Lane LOS					A	
Approach Delay (s)	0.0	0.0		8.8		
Approach LOS					A	
Intersection Summary						
Average Delay			7.7			
Intersection Capacity Utilization			13.8%	ICU Level of Service		A
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Fr												
Flt Protected												
Satd. Flow (prot)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Flt Permitted												
Satd. Flow (perm)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		462			492			355			249	
Travel Time (s)		10.5			11.2			8.1			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										0%		0%
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type			Perm				Perm		Perm	Perm		Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		382			412			275			169	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 25

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.00

Intersection Signal Delay: 0.0

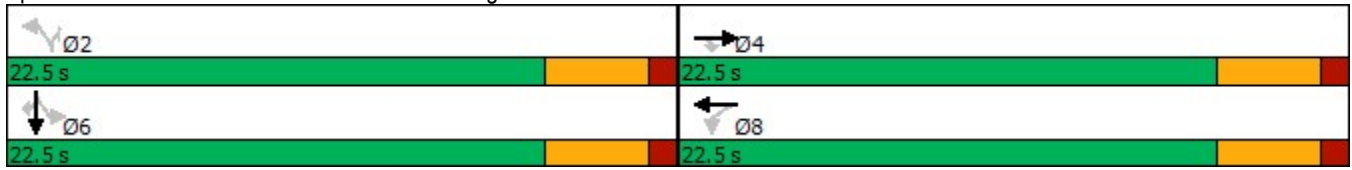
Intersection Capacity Utilization 0.0%

Analysis Period (min) 15

Intersection LOS: A










ICU Level of Service A







Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



Lanes, Volumes, Timings
417: North Drive/North Dr & Rideshare Entrance

Existing Weekday PM peak hour
05/28/2024

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	3539	3390	1695	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	3390	1695	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		492	350		103	
Travel Time (s)		11.2	8.0		2.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)				0%		
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type				Perm		
Protected Phases	1	1 2	2			
Permitted Phases	2			2		

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	12.0		28.0	28.0		
Total Split (%)	30.0%		70.0%	70.0%		
Maximum Green (s)	7.5		23.5	23.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		Min	Min		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)		412	270		23	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 25
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A













Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance



Lanes, Volumes, Timings
420: Washington St & W Columbus St/Driveway

Existing Weekday PM peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	0	134	0	3	0	137	341	8	1	524	60
Future Volume (vph)	74	0	134	0	3	0	137	341	8	1	524	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.96	0.98				0.99	1.00			1.00	
Frt			0.850					0.997			0.986	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1668	1222	0	1773	0	1504	1839	0	0	1931	0
Flt Permitted		0.756					0.368				0.999	
Satd. Flow (perm)	0	1273	1200	0	1773	0	580	1839	0	0	1929	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			80					2			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	23		6	6		23	16		6	6		16
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	11%	0%	0%	0%	12%	3%	0%	0%	3%	3%
Parking (#/hr)			0									
Adj. Flow (vph)	77	0	140	0	3	0	143	355	8	1	546	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	77	140	0	3	0	143	363	0	0	610	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

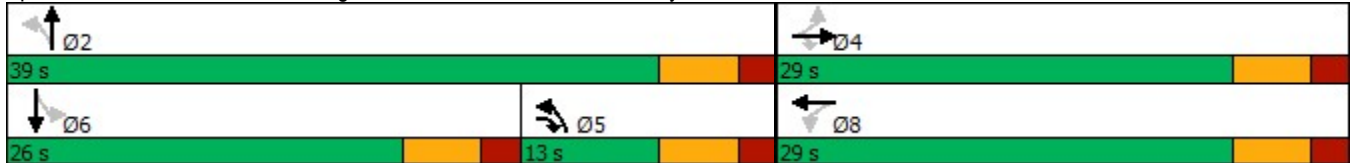
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	Perm	NA	pm+ov	NA			pm+pt	NA	Perm			NA
Protected Phases	4		5	8			5	2	6			6
Permitted Phases	4	4		8	2			6			6	
Detector Phase	4	4	5	8	8	5			2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0	3.0			20.0	20.0	20.0	20.0
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0	9.0			26.0	26.0	26.0	26.0
Total Split (s)	29.0	29.0	13.0	29.0	29.0	13.0			39.0	26.0	26.0	26.0
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%	19.1%			57.4%	38.2%	38.2%	38.2%
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0	7.0			33.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0			2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0			0.0			0.0		
Total Lost Time (s)	6.0			6.0			6.0			6.0		
Lead/Lag				Lag			Lag			Lead		
Lead-Lag Optimize?				Yes			Yes			Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0			0.2	0.2	0.2	0.2
Recall Mode	None	None	None	None	None	None			Min	Min	Min	Min
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)	11.8		13.6	11.8			36.3	39.2	23.5			
Actuated g/C Ratio	0.22		0.26	0.22			0.69	0.74	0.45			
v/c Ratio	0.27		0.38	0.01			0.28	0.27	0.71			
Control Delay	20.7		8.1	17.0			9.5	6.3	22.7			
Queue Delay	0.0		0.0	0.0			0.0	0.0	0.0			
Total Delay	20.7		8.1	17.0			9.5	6.3	22.7			
LOS	C		A	B			A	A	C			
Approach Delay	12.6			17.0			7.2			22.7		
Approach LOS	B			B			A			C		
Queue Length 50th (ft)	22		11	1			18	50	177			
Queue Length 95th (ft)	52		37	6			55	132	#436			
Internal Link Dist (ft)	363			88			242			114		
Turn Bay Length (ft)							100					
Base Capacity (vph)	572		383	796			532	1319	864			
Starvation Cap Reductn	0		0	0			0	0	0			
Spillback Cap Reductn	0		0	0			0	0	0			
Storage Cap Reductn	0		0	0			0	0	0			
Reduced v/c Ratio	0.13		0.37	0.00			0.27	0.28	0.71			

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 52.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 15.2
 Intersection Capacity Utilization 76.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 420: Washington St & W Columbus St/Driveway





N-1 2023 Existing Conditions







N-1.3 Friday Evening peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



Lanes, Volumes, Timings
 1: Hempstead Tpk & James Doolittle Blvd

Existing Friday Evening peak hour
 05/23/2024







						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	1085	1498	32	0	51
Future Volume (vph)	0	1085	1498	32	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5121	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5121	0	0	1611
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	1%	0%	0%	2%
Adj. Flow (vph)	0	1179	1628	35	0	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1179	1663	0	0	55
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 39.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

Existing Friday Evening peak hour
 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	1085	1498	32	0	51	
Future Volume (Veh/h)	0	1085	1498	32	0	51	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	1179	1628	35	0	55	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.91		
vC, conflicting volume	1628				2038	560	
vC1, stage 1 conf vol					1646		
vC2, stage 2 conf vol					393		
vCu, unblocked vol	1628				1785	560	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	88	
cM capacity (veh/h)	405				127	472	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	393	393	393	651	651	361	55
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	35	55
cSH	1700	1700	1700	1700	1700	1700	472
Volume to Capacity	0.23	0.23	0.23	0.38	0.38	0.21	0.12
Queue Length 95th (ft)	0	0	0	0	0	0	10
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	13.6
Lane LOS							B
Approach Delay (s)	0.0			0.0			13.6
Approach LOS							B
Intersection Summary							
Average Delay			0.3				
Intersection Capacity Utilization			39.7%		ICU Level of Service		A
Analysis Period (min)			15				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	28	2	954	110	10	75	1463	1	87	1	114	7
Future Volume (vph)	28	2	954	110	10	75	1463	1	87	1	114	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Ped Bike Factor		1.00		0.99		1.00		0.99				
Frt				0.850				0.850		0.910	0.850	
Flt Protected		0.950				0.950			0.950	0.981		0.950
Satd. Flow (prot)	0	3263	5085	1652	0	3326	4853	1435	1586	2824	1455	1345
Flt Permitted		0.950				0.950			0.950	0.981		0.950
Satd. Flow (perm)	0	3262	5085	1632	0	3324	4853	1417	1586	2824	1455	1345
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		2		2		2		2				
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	2%	1%	0%	2%	1%	0%	7%	0%	1%	14%
Adj. Flow (vph)	30	2	1037	120	11	82	1590	1	95	1	124	8
Shared Lane Traffic (%)								10%	42%		50%	50%
Lane Group Flow (vph)	0	32	1037	120	0	93	1590	1	55	103	62	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	1	2
Future Volume (vph)	1	2
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor		
Frt		0.850
Flt Protected	0.962	
Satd. Flow (prot)	2639	1421
Flt Permitted	0.962	
Satd. Flow (perm)	2639	1421
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	1	2
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	5	2
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		6.1	104.4	160.0		10.3	110.8	160.0	12.2	12.2	12.2	13.0
Actuated g/C Ratio		0.04	0.65	1.00		0.06	0.69	1.00	0.08	0.08	0.08	0.08
v/c Ratio		0.26	0.31	0.07		0.43	0.47	0.00	0.45	0.48	0.56	0.04
Control Delay		92.6	4.4	0.1		78.5	16.2	0.0	81.6	77.4	89.3	60.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		92.6	4.4	0.1		78.5	16.2	0.0	81.6	77.4	89.3	60.0
LOS		F	A	A		E	B	A	F	E	F	E
Approach Delay			6.3				19.7			81.8		
Approach LOS			A				B			F		
Queue Length 50th (ft)		18	21	0		49	211	0	61	61	70	4
Queue Length 95th (ft)		37	154	0		80	602	0	114	96	125	16
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		469	3318	1632		478	3361	1417	168	300	154	311
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.07	0.31	0.07		0.19	0.47	0.00	0.33	0.34	0.40	0.01

Intersection Summary







Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	28.1%	28.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	13.0	13.0
Actuated g/C Ratio	0.08	0.08
v/c Ratio	0.02	0.02
Control Delay	59.6	58.5
Queue Delay	0.0	0.0
Total Delay	59.6	58.5
LOS	E	E
Approach Delay	59.5	
Approach LOS	E	
Queue Length 50th (ft)	2	2
Queue Length 95th (ft)	9	10
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	610	328
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.01	0.01
Intersection Summary		

Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 19.1
 Intersection Capacity Utilization 67.2%
 Analysis Period (min) 15













Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø4	 Ø3
29 s	61 s	45 s	25 s
 Ø5	 Ø6 (R)		
29 s	61 s		









Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	10	1044	32	2	109	1469	38	48	
Future Volume (vph)	10	1044	32	2	109	1469	38	48	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			0.99		0.99		
Frt		0.996					0.925		
Flt Protected					0.950		0.978		
Satd. Flow (prot)	0	5060	0	0	1787	6408	1831	0	
Flt Permitted		0.905			0.950		0.978		
Satd. Flow (perm)	0	4580	0	0	1769	6408	1828	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		6					32		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		3	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	2%	3%	0%	1%	2%	3%	2%	
Adj. Flow (vph)	11	1135	35	2	118	1597	41	52	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1181	0	0	120	1597	93	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

Existing Friday Evening peak hour
05/23/2024

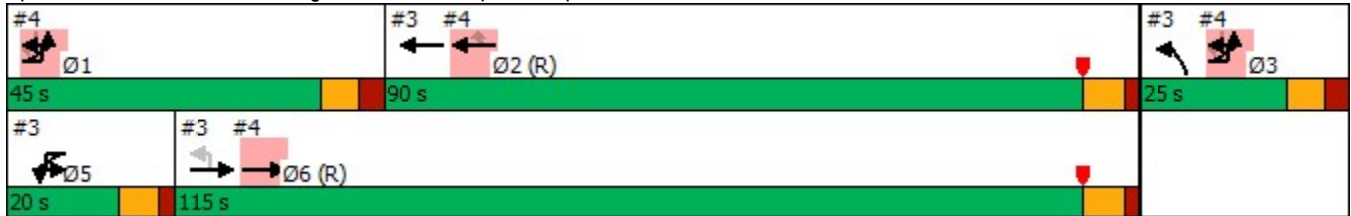
									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	115.0	115.0		20.0	20.0	90.0	25.0		45.0
Total Split (%)	71.9%	71.9%		12.5%	12.5%	56.3%	15.6%		28%
Maximum Green (s)	108.0	108.0		13.3	13.3	83.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		113.0			14.3	116.3	11.3		
Actuated g/C Ratio		0.71			0.09	0.73	0.07		
v/c Ratio		0.36			0.75	0.34	0.58		
Control Delay		0.9			107.2	3.8	60.9		
Queue Delay		0.1			0.0	0.0	0.0		
Total Delay		1.0			107.2	3.8	60.9		
LOS		A			F	A	E		
Approach Delay		1.0				11.0	60.9		
Approach LOS		A				B	E		
Queue Length 50th (ft)		2			131	66	63		
Queue Length 95th (ft)		0			#244	30	122		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3236			165	4656	226		
Starvation Cap Reductn		730			0	0	0		
Spillback Cap Reductn		0			0	4	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.47			0.73	0.34	0.41		

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75













Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 68.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

Existing Friday Evening peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	16	4	1086	1512	5	0	21			
Future Volume (vph)	16	4	1086	1512	5	0	21			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	18	4	1220	1699	6	0	24			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	22	1220	1699	6	0	24			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

Existing Friday Evening peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		29.0	113.0	116.3	116.3		29.0			
Actuated g/C Ratio		0.18	0.71	0.73	0.73		0.18			
v/c Ratio		0.03	0.34	0.46	0.01		0.05			
Control Delay		51.0	5.8	2.0	1.6		52.3			
Queue Delay		0.0	0.0	0.0	0.0		0.0			
Total Delay		51.0	5.8	2.1	1.6		52.3			
LOS		D	A	A	A		D			
Approach Delay			6.6	2.1		52.3				
Approach LOS			A	A		D				
Queue Length 50th (ft)		10	109	28	0		11			
Queue Length 95th (ft)		m22	121	33	m1		26			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1213	3591	3694	1195		1017			
Starvation Cap Reductn		0	0	375	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.34	0.51	0.01		0.02			

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75

Intersection Signal Delay: 4.4
 Intersection Capacity Utilization 49.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	112	782	75	57	197	1197	98	92	183	88	193
Future Volume (vph)	6	112	782	75	57	197	1197	98	92	183	88	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	1.00		
Frt				0.850				0.850		0.953		
Flt Protected		0.950				0.950			0.950	0.998		0.950
Satd. Flow (prot)	0	3178	5085	1507	0	3475	5085	1516	1369	3188	0	1557
Flt Permitted		0.950				0.950			0.950	0.998		0.950
Satd. Flow (perm)	0	3177	5085	1483	0	3468	5085	1496	1360	3188	0	1557
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		2		3		3		2	9			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	2%	0%	0%	1%	2%	3%	16%	4%	0%	2%
Adj. Flow (vph)	7	130	909	87	66	229	1392	114	107	213	102	224
Shared Lane Traffic (%)									10%			27%
Lane Group Flow (vph)	0	137	909	87	0	295	1392	114	96	326	0	164
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	224	142
Future Volume (vph)	224	142
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.98
Frt	0.992	0.850
Flt Protected	0.991	
Satd. Flow (prot)	3016	1379
Flt Permitted	0.991	
Satd. Flow (perm)	3016	1346
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		9
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	260	165
Shared Lane Traffic (%)		11%
Lane Group Flow (vph)	338	147
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			3	3			0					1
Act Effct Green (s)		11.3	65.4	65.4		17.9	72.1	160.0	21.1	21.1		25.5
Actuated g/C Ratio		0.07	0.41	0.41		0.11	0.45	1.00	0.13	0.13		0.16
v/c Ratio		0.61	0.44	0.14		0.76	0.61	0.08	0.53	0.77		0.66
Control Delay		89.9	31.6	32.9		99.9	31.7	0.1	75.7	80.1		75.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		89.9	31.6	32.9		99.9	31.7	0.1	75.7	80.1		75.4
LOS		F	C	C		F	C	A	E	F		E
Approach Delay			38.8				40.9			79.1		
Approach LOS			D				D			E		
Queue Length 50th (ft)		78	139	36		161	423	0	103	182		180
Queue Length 95th (ft)		111	227	86		190	453	0	165	229		245
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		496	2079	606		542	2290	1496	196	458		321
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.28	0.44	0.14		0.54	0.61	0.08	0.49	0.71		0.51

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	25.5	25.5
Actuated g/C Ratio	0.16	0.16
v/c Ratio	0.70	0.69
Control Delay	71.3	79.1
Queue Delay	0.0	0.0
Total Delay	71.3	79.1
LOS	E	E
Approach Delay	74.1	
Approach LOS	E	
Queue Length 50th (ft)	198	162
Queue Length 95th (ft)	234	227
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	622	277
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.54	0.53
Intersection Summary		

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 49.7

Intersection Capacity Utilization 86.0%




















Analysis Period (min) 15

Intersection LOS: D













ICU Level of Service E

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø3	 Ø4
32 s	56 s	31 s	41 s
 Ø5	 Ø6 (R)		
32 s	56 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	99	0	73	12	2	49	1	51	341	0	1	3
Future Volume (vph)	99	0	73	12	2	49	1	51	341	0	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		115		285		110
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				70				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor								1.00				
Frt		0.943			0.855							
Flt Protected		0.972		0.950				0.950				0.950
Satd. Flow (prot)	0	1734	0	1805	1624	0	0	1805	4988	1900	0	1805
Flt Permitted		0.787		0.662				0.343				0.497
Satd. Flow (perm)	0	1404	0	1258	1624	0	0	650	4988	1900	0	944
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			60							
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)								3				
Confl. Bikes (#/hr)												
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	122	0	90	15	2	60	1	63	421	0	1	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	212	0	15	62	0	0	64	421	0	0	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				32			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		20	30	6	20	20	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)									94			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	473	65
Future Volume (vph)	473	65
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	4947	0
Flt Permitted		
Satd. Flow (perm)	4947	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	22	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		3
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	584	80
Shared Lane Traffic (%)		
Lane Group Flow (vph)	664	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)									0.0			
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	19.0	19.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	25.0	25.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0			6.0	6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				0	0				0	0		
Act Effct Green (s)		11.1		11.1	11.1			26.2	24.8			22.6
Actuated g/C Ratio		0.22		0.22	0.22			0.52	0.49			0.45
v/c Ratio		0.57		0.05	0.15			0.13	0.17			0.01
Control Delay		18.9		17.9	7.2			6.6	8.5			6.5
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay		18.9		17.9	7.2			6.6	8.5			6.5
LOS		B		B	A			A	A			A
Approach Delay		18.9			9.3				8.3			
Approach LOS		B			A				A			
Queue Length 50th (ft)		38		4	1			8	19			1
Queue Length 95th (ft)		80		15	20			22	53			4
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115				110
Base Capacity (vph)		1246		1107	1437			726	4079			786
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.17		0.01	0.04			0.09	0.10			0.01

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 50.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 12.0

Intersection LOS: B

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	19.0	
Minimum Split (s)	25.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	19.7	
Actuated g/C Ratio	0.39	
v/c Ratio	0.34	
Control Delay	13.0	
Queue Delay	0.0	
Total Delay	13.0	
LOS	B	
Approach Delay	12.9	
Approach LOS	B	
Queue Length 50th (ft)	55	
Queue Length 95th (ft)	84	
Internal Link Dist (ft)	313	
Turn Bay Length (ft)		
Base Capacity (vph)	4049	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.16	

Intersection Summary

Intersection Capacity Utilization 51.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access





























Lanes, Volumes, Timings

Existing Friday Evening peak hour

7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 				 			 	 
Traffic Volume (vph)	281	1	282	1	0	7	0	490	0	53	0	259
Future Volume (vph)	281	1	282	1	0	7	0	490	0	53	0	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		0	0		0		140	
Storage Lanes	2		1	2		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor			0.99	1.00		0.99						
Frt			0.850			0.850						
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3502	1900	1568	3502	0	1615	0	6346	0	0	1805	3574
Flt Permitted	0.950			0.950							0.313	
Satd. Flow (perm)	3502	1900	1549	3495	0	1594	0	6346	0	0	595	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			340			100						
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			450			581				476
Travel Time (s)		15.0			10.2			11.3				9.3
Confl. Peds. (#/hr)			1	1			1					
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	2%	3%	0%	0%	0%	1%
Adj. Flow (vph)	339	1	340	1	0	8	0	590	0	64	0	312
Shared Lane Traffic (%)												
Lane Group Flow (vph)	339	1	340	1	0	8	0	590	0	0	64	312
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		0						0				0
Act Effct Green (s)	13.3	8.3	52.7	8.3		8.3		20.6			27.0	27.0
Actuated g/C Ratio	0.25	0.16	1.00	0.16		0.16		0.39			0.51	0.51
v/c Ratio	0.38	0.00	0.22	0.00		0.02		0.24			0.15	0.17
Control Delay	18.4	24.0	0.3	24.0		0.1		13.0			8.0	7.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	18.4	24.0	0.3	24.0		0.1		13.0			8.0	7.5
LOS	B	C	A	C		A		B			A	A
Approach Delay		9.3			2.8			13.0				7.6
Approach LOS		A			A			B				A
Queue Length 50th (ft)	50	0	0	0		0		38			8	22
Queue Length 95th (ft)	74	4	0	2		0		68			28	51
Internal Link Dist (ft)		908			370			501				396
Turn Bay Length (ft)			700								140	
Base Capacity (vph)	3495	1115	1549	2056		977		4969			1413	3574
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.10	0.00	0.22	0.00		0.01		0.12			0.05	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 52.7
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.38
 Intersection Signal Delay: 10.2
 Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 55.0%

ICU Level of Service B













Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	245	251	11	11	259	25	0	0	30
Future Volume (vph)	0	0	0	245	251	11	11	259	25	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt						0.850						0.984
Flt Protected				0.950	0.988			0.950				
Satd. Flow (prot)	0	0	0	1626	3105	1470	0	3404	3471	0	0	3454
Flt Permitted				0.950	0.988			0.950				
Satd. Flow (perm)	0	0	0	1626	3105	1470	0	3389	3471	0	0	3454
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						4
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								2			1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	5%	0%	0%	3%	4%	0%	0%	3%
Adj. Flow (vph)	0	0	0	269	276	12	12	285	27	0	0	33
Shared Lane Traffic (%)				34%		10%						
Lane Group Flow (vph)	0	0	0	178	368	11	0	297	27	0	0	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	4	
Future Volume (vph)	4	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	2	
Peak Hour Factor	0.91	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	4	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				24.0	24.0	24.0		14.0	22.3			11.0
Actuated g/C Ratio				0.39	0.39	0.39		0.23	0.36			0.18
v/c Ratio				0.28	0.31	0.02		0.39	0.02			0.06
Control Delay				16.2	15.1	0.1		25.7	13.5			27.5
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				16.2	15.1	0.1		25.7	13.5			27.5
LOS				B	B	A		C	B			C
Approach Delay					15.2				24.7			27.5
Approach LOS					B				C			C
Queue Length 50th (ft)				58	64	0		58	3			6
Queue Length 95th (ft)				112	104	0		107	12			22
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				1016	1977	1441		1519	3238			2160
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.18	0.19	0.01		0.20	0.01			0.02

Intersection Summary

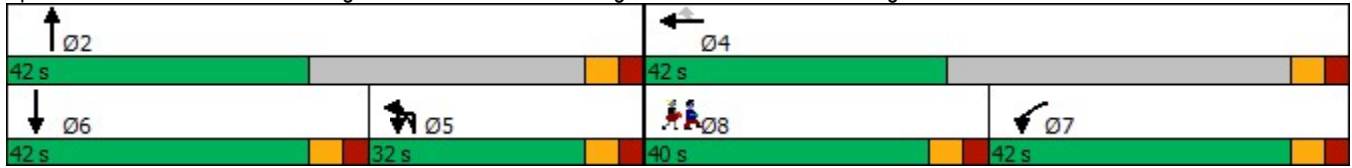
Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 61.7
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 19.0
 Intersection Capacity Utilization 46.6%











Intersection LOS: B
 ICU Level of Service A

Lane Group	SBR	Ø8
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	543	30	0	544	0	41
Future Volume (vph)	543	30	0	544	0	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.81	0.81	1.00	0.86	1.00	0.88
Frt	0.999	0.850				0.850
Flt Protected						
Satd. Flow (prot)	6087	1223	0	6346	0	2842
Flt Permitted						
Satd. Flow (perm)	6087	1223	0	6346	0	2842
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	453	
Travel Time (s)	9.8			1.9	10.3	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	7%	2%	3%	2%	0%
Adj. Flow (vph)	646	36	0	648	0	49
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	650	32	0	648	0	49
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	584	510	22	0	34
Future Volume (vph)	0	584	510	22	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.81	0.86	0.86	1.00	1.00
Frt			0.994			0.865
Flt Protected						
Satd. Flow (prot)	0	7619	6315	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	7619	6315	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	0	695	607	26	0	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	695	633	0	0	40
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	















Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 17.8% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	177	0	45	378	496	177
Future Volume (vph)	177	0	45	378	496	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Fr						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	0	1626	3539	3539	1509
Flt Permitted	0.950		0.440			
Satd. Flow (perm)	3433	0	753	3539	3539	1509
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						201
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	11%	2%	2%	7%
Adj. Flow (vph)	201	0	51	430	564	201
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	0	51	430	564	201
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	8.7		28.1	25.1	21.3	21.3
Actuated g/C Ratio	0.19		0.61	0.55	0.46	0.46
v/c Ratio	0.31		0.09	0.22	0.34	0.25
Control Delay	18.3		4.7	5.7	10.0	3.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	18.3		4.7	5.7	10.0	3.1
LOS	B		A	A	A	A
Approach Delay	18.3			5.6	8.2	
Approach LOS	B			A	A	
Queue Length 50th (ft)	19		1	25	34	0
Queue Length 95th (ft)	51		16	44	98	30
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1892		961	3253	1640	807
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.11		0.05	0.13	0.34	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 46
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 8.7
 Intersection Capacity Utilization 41.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke













Existing Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	113	1137	325	1	51	1301	116	252	195	63	112	302
Future Volume (vph)	113	1137	325	1	51	1301	116	252	195	63	112	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00					1.00						
Frt			0.850			0.988			0.964			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1787	5085	1599	0	1737	6376	0	3502	3353	0	3433	3539
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1787	5085	1599	0	1737	6376	0	3502	3353	0	3433	3539
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	1						1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	1%	0%	4%	1%	3%	0%	5%	0%	2%	2%
Adj. Flow (vph)	123	1236	353	1	55	1414	126	274	212	68	122	328
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	1236	353	0	56	1540	0	274	280	0	122	328
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	197
Future Volume (vph)	197
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	214
Shared Lane Traffic (%)	
Lane Group Flow (vph)	214
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
 12: Merrick Ave & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	34.0	60.0		34.0	34.0	60.0		34.0	42.0		34.0	42.0
Total Split (%)	20.0%	35.3%		20.0%	20.0%	35.3%		20.0%	24.7%		20.0%	24.7%
Maximum Green (s)	26.7	53.0		26.7	26.7	53.0		27.0	34.0		27.0	34.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				0			0			0
Act Effct Green (s)	17.0	89.3	113.9		10.9	80.4		17.7	32.9		10.4	25.7
Actuated g/C Ratio	0.10	0.53	0.67		0.06	0.47		0.10	0.19		0.06	0.15
v/c Ratio	0.69	0.46	0.33		0.51	0.51		0.75	0.43		0.58	0.61
Control Delay	93.0	28.5	14.9		91.2	41.3		87.2	61.4		88.4	71.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	93.0	28.5	14.9		91.2	41.3		87.2	61.4		88.4	71.9
LOS	F	C	B		F	D		F	E		F	E
Approach Delay		30.3				43.0			74.2			68.1
Approach LOS		C				D			E			E
Queue Length 50th (ft)	135	324	168		0	208		155	145		69	182
Queue Length 95th (ft)	203	440	278		120	558		202	183		105	226
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	280	2670	1159		272	3013		556	713		545	707
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.44	0.46	0.30		0.21	0.51		0.49	0.39		0.22	0.46

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 128 (75%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 45.7
 Intersection LOS: D

Lane Group	SBR
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	50.0
Actuated g/C Ratio	0.29
v/c Ratio	0.46
Control Delay	50.7
Queue Delay	0.0
Total Delay	50.7
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	195
Queue Length 95th (ft)	250
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	536
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.40
Intersection Summary	

Intersection Capacity Utilization 75.4%
 Analysis Period (min) 15















ICU Level of Service D

Splits and Phases: 12: Merrick Ave & Hempstead Tpke











Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations		 				 			
Traffic Volume (vph)	22	1268	29	35	16	1437	0	0	
Future Volume (vph)	22	1268	29	35	16	1437	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.997							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4948	0	0	1685	4916	0	0	
Flt Permitted	0.143				0.170				
Satd. Flow (perm)	254	4948	0	0	301	4916	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		6							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			7		7				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	2%	2%	2%	
Adj. Flow (vph)	25	1425	33	39	18	1615	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	25	1458	0	0	57	1615	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				
Detector Phase	2	2		6	6	6			

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024




									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	137.0	137.0		137.0	137.0	137.0			33.0
Total Split (%)	80.6%	80.6%		80.6%	80.6%	80.6%			19%
Maximum Green (s)	130.0	130.0		130.0	130.0	130.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									2
Act Effct Green (s)	162.0	162.0			162.0	162.0			
Actuated g/C Ratio	0.95	0.95			0.95	0.95			
v/c Ratio	0.10	0.31			0.20	0.34			
Control Delay	1.4	0.7			2.6	0.9			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	1.4	0.7			2.6	0.9			
LOS	A	A			A	A			
Approach Delay		0.7				1.0			
Approach LOS		A				A			
Queue Length 50th (ft)	0	6			0	0			
Queue Length 95th (ft)	m4	41			13	80			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	242	4715			287	4685			
Starvation Cap Reductn	0	0			0	0			
Spillback Cap Reductn	0	0			0	0			
Storage Cap Reductn	0	0			0	0			
Reduced v/c Ratio	0.10	0.31			0.20	0.34			

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 163 (96%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 0.8
 Intersection Capacity Utilization 47.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.















Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R)	 Ø3
137 s	33 s
 Ø6 (R)	
137 s	









Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	51	1208	65	3	25	1302	52	28
Future Volume (vph)	51	1208	65	3	25	1302	52	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			
Frt		0.992						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1770	5092	0	0	1805	5136	1805	1615
Flt Permitted	0.157				0.950		0.950	
Satd. Flow (perm)	292	5092	0	0	1804	5136	1805	1615
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		9						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			1		1			
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	60	1421	76	4	29	1532	61	33
Shared Lane Traffic (%)								
Lane Group Flow (vph)	60	1497	0	0	33	1532	61	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0

Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	114.0	114.0		20.0	20.0	134.0	36.0	36.0
Total Split (%)	67.1%	67.1%		11.8%	11.8%	78.8%	21.2%	21.2%
Maximum Green (s)	107.0	107.0		15.0	15.0	127.0	29.0	29.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							0	0
Act Effct Green (s)	138.4	138.4			7.6	149.1	11.1	11.1
Actuated g/C Ratio	0.81	0.81			0.04	0.88	0.07	0.07
v/c Ratio	0.25	0.36			0.41	0.34	0.52	0.31
Control Delay	6.1	3.4			106.2	0.4	91.6	82.3
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	6.1	3.4			106.2	0.4	91.6	82.3
LOS	A	A			F	A	F	F
Approach Delay		3.5				2.6	88.4	
Approach LOS		A				A	F	
Queue Length 50th (ft)	10	98			39	9	67	36
Queue Length 95th (ft)	14	73			m77	9	112	70
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	237	4147			159	4503	307	275
Starvation Cap Reductn	0	0			0	662	0	0
Spillback Cap Reductn	0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.25	0.36			0.21	0.40	0.20	0.12

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 161 (95%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 5.5
 Intersection LOS: A

Intersection Capacity Utilization 55.2% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke















Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	11	1038	197	6	85	1131	161	229	111	51	254
Future Volume (vph)	3	11	1038	197	6	85	1131	161	229	111	51	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor			1.00			1.00						
Frt			0.976					0.850		0.953		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4835	0	0	1745	4916	1561	3351	1715	0	3351
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1745	4835	0	0	1744	4916	1561	3351	1715	0	3351
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)				1			1					
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	2%	0%	1%	3%	0%	1%
Parking (#/hr)											0	
Adj. Flow (vph)	3	12	1141	216	7	93	1243	177	252	122	56	279
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	1357	0	0	100	1243	177	252	178	0	279
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	157	22
Future Volume (vph)	157	22
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	1804	0
Flt Permitted		
Satd. Flow (perm)	1804	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	0%	0%
Parking (#/hr)		
Adj. Flow (vph)	173	24
Shared Lane Traffic (%)		
Lane Group Flow (vph)	197	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	27	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	27	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		3.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		11.0
Total Split (s)	26.0	26.0	60.0		26.0	26.0	60.0		42.0	42.0		42.0
Total Split (%)	15.3%	15.3%	35.3%		15.3%	15.3%	35.3%		24.7%	24.7%		24.7%
Maximum Green (s)	19.0	19.0	52.0		18.0	18.0	52.0		34.0	34.0		34.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0				8.0	8.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			0				0					0
Act Effct Green (s)		6.2	72.6			18.0	92.8	125.3	22.9	22.9		24.5
Actuated g/C Ratio		0.04	0.43			0.11	0.55	0.74	0.13	0.13		0.14
v/c Ratio		0.24	0.66			0.54	0.46	0.15	0.56	0.77		0.58
Control Delay		99.5	38.4			83.9	27.0	8.7	72.8	91.9		72.0
Queue Delay		0.0	0.2			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		99.5	38.6			83.9	27.0	8.7	72.8	91.9		72.0
LOS		F	D			F	C	A	E	F		E
Approach Delay			39.3				28.6			80.7		
Approach LOS			D				C			F		
Queue Length 50th (ft)		17	265			108	277	46	137	195		151
Queue Length 95th (ft)		46	475			176	462	115	177	272		192
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		195	2064			184	2684	1237	670	343		670
Starvation Cap Reductn		0	148			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.08	0.71			0.54	0.46	0.14	0.38	0.52		0.42

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 123 (72%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	3.0	
Minimum Split (s)	11.0	
Total Split (s)	42.0	
Total Split (%)	24.7%	
Maximum Green (s)	34.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	24.5	
Actuated g/C Ratio	0.14	
v/c Ratio	0.76	
Control Delay	87.7	
Queue Delay	0.0	
Total Delay	87.7	
LOS	F	
Approach Delay	78.5	
Approach LOS	E	
Queue Length 50th (ft)	214	
Queue Length 95th (ft)	292	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	360	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.55	
Intersection Summary		

Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 44.6
 Intersection Capacity Utilization 76.2%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke















Lanes, Volumes, Timings
 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	28	4	186	2	3	18	1	51	436	9	11
Future Volume (vph)	1	28	4	186	2	3	18	1	51	436	9	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	11	12	12	12
Storage Length (ft)		0		0	0		0		420		0	105
Storage Lanes		0		2	0		0		2		0	1
Taper Length (ft)		0			0				80			70
Lane Util. Factor	1.00	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	1.00
Ped Bike Factor										1.00		1.00
Frt				0.850		0.892				0.997		
Flt Protected			0.957			0.996			0.950			0.950
Satd. Flow (prot)	0	0	1661	2814	0	1688	0	0	3028	3529	0	1805
Flt Permitted			0.732			0.969			0.282			0.471
Satd. Flow (perm)	0	0	1270	2814	0	1642	0	0	899	3529	0	894
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				101		20				4		
Link Speed (mph)			40			30				40		
Link Distance (ft)			756			287				1121		
Travel Time (s)			12.9			6.5				19.1		
Confl. Peds. (#/hr)											1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	11%	0%	1%	0%	0%	0%	0%	12%	2%	0%	0%
Adj. Flow (vph)	1	31	4	207	2	3	20	1	57	484	10	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	36	207	0	25	0	0	58	494	0	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left
Median Width(ft)			12			0				36		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			24			16				28		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	15
Number of Detectors	0	1	1	1	1	2		1	1	2		1
Detector Template		Left			Left			Left		Thru		
Leading Detector (ft)	0	20	30	25	20	22		20	25	100		25
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Size(ft)	0	20	30	25	20	6		20	25	6		25
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						12				94		
Detector 2 Size(ft)						10				6		
Detector 2 Type						Cl+Ex				Cl+Ex		
Detector 2 Channel												

Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	616	13
Future Volume (vph)	616	13
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor		
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3524	0
Flt Permitted		
Satd. Flow (perm)	3524	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	822	
Travel Time (s)	14.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	2%	8%
Adj. Flow (vph)	684	14
Shared Lane Traffic (%)		
Lane Group Flow (vph)	698	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	32	
Link Offset(ft)	0	
Crosswalk Width(ft)	40	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm
Protected Phases			4			8		5	5	2		
Permitted Phases	4	4		4 5	8			2	2			6
Detector Phase	4	4	4	4 5	8	8		5	5	2		6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0
Minimum Split (s)	12.0	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0
Total Split (s)	31.0	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0
Total Split (%)	34.4%	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%
Maximum Green (s)	25.0	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0
Lost Time Adjust (s)			0.0			0.0			0.0	0.0		0.0
Total Lost Time (s)			6.0			6.0			5.0	6.0		6.0
Lead/Lag								Lead	Lead			Lag
Lead-Lag Optimize?								Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2
Recall Mode	None	None	None		None	None		None	None	Min		Min
Walk Time (s)	8.0	8.0	8.0		8.0	8.0						
Flash Dont Walk (s)	22.0	22.0	22.0		22.0	22.0						
Pedestrian Calls (#/hr)	0	0	0		0	0						
Act Effct Green (s)			7.0	18.3		7.0			32.3	31.3		20.0
Actuated g/C Ratio			0.14	0.36		0.14			0.64	0.62		0.40
v/c Ratio			0.20	0.19		0.10			0.07	0.22		0.03
Control Delay			22.2	6.4		12.0			3.7	4.6		10.4
Queue Delay			0.0	0.0		0.0			0.0	0.0		0.0
Total Delay			22.2	6.4		12.0			3.7	4.6		10.4
LOS			C	A		B			A	A		B
Approach Delay			8.7			12.0				4.5		
Approach LOS			A			B				A		
Queue Length 50th (ft)			10	11		1			2	26		2
Queue Length 95th (ft)			30	29		18			7	48		11
Internal Link Dist (ft)			676			207				1041		
Turn Bay Length (ft)									420			105
Base Capacity (vph)			631	1828		826			1424	3529		498
Starvation Cap Reductn			0	0		0			0	0		0
Spillback Cap Reductn			0	0		0			0	0		0
Storage Cap Reductn			0	0		0			0	0		0
Reduced v/c Ratio			0.06	0.11		0.03			0.04	0.14		0.02

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 50.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 9.3
 Intersection LOS: A

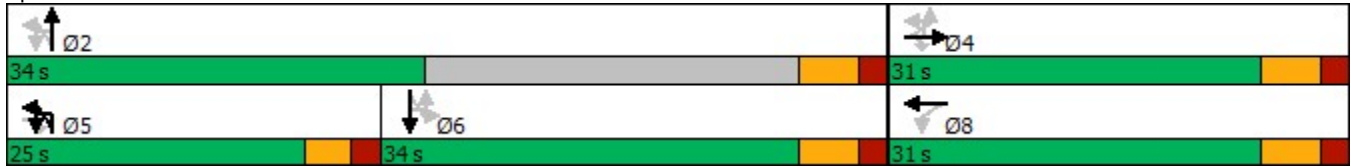
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	34.0	
Total Split (%)	37.8%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	20.0	
Actuated g/C Ratio	0.40	
v/c Ratio	0.50	
Control Delay	13.1	
Queue Delay	0.0	
Total Delay	13.1	
LOS	B	
Approach Delay	13.0	
Approach LOS	B	
Queue Length 50th (ft)	75	
Queue Length 95th (ft)	127	
Internal Link Dist (ft)	742	
Turn Bay Length (ft)		
Base Capacity (vph)	1964	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.36	

Intersection Summary

Intersection Capacity Utilization 48.8%
 Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke













Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	39	846	69	22	75	1246	94	51	49	39	68
Future Volume (vph)	5	39	846	69	22	75	1246	94	51	49	39	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.97		1.00		0.98		0.99	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.975		0.950
Satd. Flow (prot)	0	1685	5085	1463	0	1805	5036	1507	0	1678	1463	1685
Flt Permitted		0.950				0.950				0.823		0.617
Satd. Flow (perm)	0	1683	5085	1424	0	1797	5036	1483	0	1408	1442	1092
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		6		6		5	14		2	2
Confl. Bikes (#/hr)								2			1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	2%	3%	0%	0%	3%	0%	4%	2%	3%	0%
Adj. Flow (vph)	6	48	1044	85	27	93	1538	116	63	60	48	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	1044	85	0	120	1538	116	0	123	48	84
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	24	44
Future Volume (vph)	24	44
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1642	1507
Flt Permitted		
Satd. Flow (perm)	1642	1471
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	8%	0%
Adj. Flow (vph)	30	54
Shared Lane Traffic (%)		
Lane Group Flow (vph)	30	54
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									2	2	2	2
Act Effct Green (s)		10.2	100.1	100.1		15.1	107.6	107.6		22.8	22.8	22.8
Actuated g/C Ratio		0.06	0.63	0.63		0.09	0.67	0.67		0.14	0.14	0.14
v/c Ratio		0.50	0.33	0.10		0.71	0.45	0.12		0.61	0.23	0.54
Control Delay		96.7	10.5	10.8		100.4	5.0	5.0		75.4	59.2	73.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		96.7	10.5	10.8		100.4	5.0	5.0		75.4	59.2	73.7
LOS		F	B	B		F	A	A		E	E	E
Approach Delay			14.4				11.5			70.8		
Approach LOS			B				B			E		
Queue Length 50th (ft)		59	126	17		125	103	17		126	46	85
Queue Length 95th (ft)		95	139	45		183	111	32		148	67	109
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		263	3182	891		282	3388	997		387	396	300
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.21	0.33	0.10		0.43	0.45	0.12		0.32	0.12	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	22.8	22.8
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.13	0.26
Control Delay	55.7	60.0
Queue Delay	0.0	0.0
Total Delay	55.7	60.0
LOS	E	E
Approach Delay	66.1	
Approach LOS	E	
Queue Length 50th (ft)	29	52
Queue Length 95th (ft)	47	73
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	451	404
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.13
Intersection Summary		

Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 18.4
 Intersection Capacity Utilization 83.3%
 Analysis Period (min) 15





















Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke



Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	150	811	21	13	17	1150	166	6	16	9	3	126
Future Volume (vph)	150	811	21	13	17	1150	166	6	16	9	3	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0		125
Storage Lanes	2		1		1		1	0		0		1
Taper Length (ft)	135				85			0				65
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor			0.97		0.99							
Frt			0.850				0.850		0.960			
Flt Protected	0.950				0.950				0.990			0.950
Satd. Flow (prot)	2779	3539	1615	0	1744	3574	1392	0	1745	0	0	3370
Flt Permitted	0.950				0.950				0.899			0.950
Satd. Flow (perm)	2779	3539	1574	0	1728	3574	1392	0	1584	0	0	3370
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							180					
Link Speed (mph)		40				40			30			
Link Distance (ft)		498				580			260			
Travel Time (s)		8.5				9.9			5.9			
Confl. Peds. (#/hr)			5		5							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	26%	2%	0%	8%	0%	1%	16%	17%	0%	0%	0%	4%
Adj. Flow (vph)	163	882	23	14	18	1250	180	7	17	10	3	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	882	23	0	32	1250	180	0	34	0	0	140
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		44				56			0			
Link Offset(ft)		11				0			-5			
Crosswalk Width(ft)		48				30			30			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	2	2	1	1	2	2	1	1	2		1	2
Detector Template		Thru	Right	Left		Thru	Right	Left			Left	
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		20	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35			35
Detector 2 Size(ft)	20	6			20	6			20			20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0			0.0

Lane Group	SBT	SBR	Ø2
Lane Configurations	↓	↙	
Traffic Volume (vph)	21	169	
Future Volume (vph)	21	169	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor			
Frt	0.883	0.850	
Flt Protected			
Satd. Flow (prot)	1581	1519	
Flt Permitted			
Satd. Flow (perm)	1581	1519	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)			
Peak Hour Factor	0.92	0.92	
Heavy Vehicles (%)	0%	1%	
Adj. Flow (vph)	23	184	
Shared Lane Traffic (%)		45%	
Lane Group Flow (vph)	106	101	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	Split
Protected Phases	1	5		3	3	2 3			7		4	4
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0			0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0			7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)	13.9	99.5	99.5		11.9	97.5	119.6		7.9			15.1
Actuated g/C Ratio	0.09	0.62	0.62		0.07	0.61	0.75		0.05			0.09
v/c Ratio	0.68	0.40	0.02		0.25	0.57	0.17		0.44			0.44
Control Delay	84.7	17.5	15.2		57.9	8.5	1.2		89.9			71.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0			0.0
Total Delay	84.7	17.5	15.2		57.9	8.5	1.2		89.9			71.7
LOS	F	B	B		E	A	A		F			E
Approach Delay		27.7				8.7			89.9			
Approach LOS		C				A			F			
Queue Length 50th (ft)	87	245	9		34	175	9		35			72
Queue Length 95th (ft)	125	346	26		73	197	0		74			105
Internal Link Dist (ft)		418				500			180			
Turn Bay Length (ft)	90		125		150		405					125
Base Capacity (vph)	256	2200	978		141	2202	1203		138			716
Starvation Cap Reductn	0	0	0		0	0	0		0			0
Spillback Cap Reductn	0	0	0		0	0	0		0			0
Storage Cap Reductn	0	0	0		0	0	0		0			0
Reduced v/c Ratio	0.64	0.40	0.02		0.23	0.57	0.15		0.25			0.20

Intersection Summary

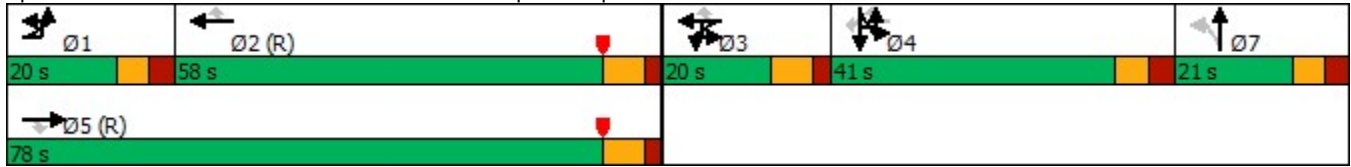
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 25.8
 Intersection LOS: C

	↓	↙	
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	15.1	15.1	
Actuated g/C Ratio	0.09	0.09	
v/c Ratio	0.71	0.71	
Control Delay	94.4	94.6	
Queue Delay	0.0	0.0	
Total Delay	94.4	94.6	
LOS	F	F	
Approach Delay	85.3		
Approach LOS	F		
Queue Length 50th (ft)	115	109	
Queue Length 95th (ft)	181	174	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	335	322	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.32	0.31	
Intersection Summary			

Intersection Capacity Utilization 70.5%
 Analysis Period (min) 15

ICU Level of Service C

Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke















Lanes, Volumes, Timings
19: Merrick Ave & Front St

Existing Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	248	135	136	311	55	157	402	153	144	512	143
Future Volume (vph)	68	248	135	136	311	55	157	402	153	144	512	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00				1.00			0.99		1.00		
Frt			0.850		0.977			0.959				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	1756	1507	1668	3236	0	1685	3240	0	1745	3574	1531
Flt Permitted	0.520			0.387			0.370			0.324		
Satd. Flow (perm)	919	1756	1507	679	3236	0	656	3240	0	593	3574	1531
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		11							
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		552			635			457			1121	
Travel Time (s)		9.4			10.8			7.8			19.1	
Confl. Peds. (#/hr)	4					4			3	3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	1%	1%	4%	0%	3%	1%	0%	1%	2%
Parking (#/hr)									0			
Adj. Flow (vph)	73	267	145	146	334	59	169	432	165	155	551	154
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	267	145	146	393	0	169	597	0	155	551	154
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
19: Merrick Ave & Front St

Existing Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	20.0		5.0	20.0	20.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	28.0		10.0	28.0	28.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		1			0			1	1
Act Effct Green (s)	33.5	22.6	22.6	40.1	28.3		44.5	31.0		45.4	31.4	31.4
Actuated g/C Ratio	0.33	0.22	0.22	0.39	0.28		0.44	0.30		0.44	0.31	0.31
v/c Ratio	0.20	0.69	0.35	0.40	0.44		0.43	0.61		0.40	0.50	0.33
Control Delay	22.3	48.2	16.0	24.3	33.4		19.8	34.6		19.3	32.1	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	22.3	48.2	16.0	24.3	33.4		19.8	34.6		19.3	32.1	31.9
LOS	C	D	B	C	C		B	C		B	C	C
Approach Delay		34.7			30.9			31.4			29.7	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	28	157	23	59	109		58	169		52	147	74
Queue Length 95th (ft)	69	299	89	125	188		128	291		117	262	165
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	489	626	601	437	1183		483	2310		473	2548	1091
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.15	0.43	0.24	0.33	0.33		0.35	0.26		0.33	0.22	0.14









Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 102.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69

Intersection Signal Delay: 31.3
 Intersection Capacity Utilization 67.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 19: Merrick Ave & Front St

 Ø1	 Ø2	 Ø3	 Ø4
21 s	43 s	21 s	78 s
 Ø5	 Ø6	 Ø7	 Ø8
21 s	43 s	21 s	78 s













Lanes, Volumes, Timings
20: Uniondale Ave & Front St

Existing Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	389	118	179	396	35	118	260	169	43	317	49
Future Volume (vph)	101	389	118	179	396	35	118	260	169	43	317	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97		0.94	0.99	0.99			0.99		0.99	0.99	
Frt			0.850		0.988			0.941			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1881	1599	1787	1848	0	1805	1682	0	1770	1821	0
Flt Permitted	0.503			0.238			0.228			0.504		
Satd. Flow (perm)	924	1881	1506	443	1848	0	433	1682	0	932	1821	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								28			6	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	21		13	13		21	6		5	5		6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	0%	8%	0%	2%	2%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	105	405	123	186	413	36	123	271	176	45	330	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	105	405	123	186	449	0	123	447	0	45	381	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

Existing Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		28.0	28.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	2	2	2		2			4		7	7	
Act Effct Green (s)	28.4	28.4	28.4	44.0	43.0		41.2	40.2		25.4	25.4	
Actuated g/C Ratio	0.30	0.30	0.30	0.46	0.45		0.43	0.42		0.27	0.27	
v/c Ratio	0.38	0.73	0.28	0.55	0.54		0.38	0.62		0.18	0.78	
Control Delay	32.7	39.1	28.6	22.6	22.2		22.3	26.3		33.2	46.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.7	39.1	28.6	22.6	22.2		22.3	26.3		33.2	46.4	
LOS	C	D	C	C	C		C	C		C	D	
Approach Delay		36.0			22.3			25.4			45.0	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	52	227	59	69	200		44	194		21	212	
Queue Length 95th (ft)	107	358	113	119	309		101	374		60	#423	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	552	1124	900	379	1424		365	872		303	597	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.36	0.14	0.49	0.32		0.34	0.51		0.15	0.64	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 95.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 31.2
 Intersection LOS: C

Intersection Capacity Utilization 85.7% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: Uniondale Ave & Front St















Lanes, Volumes, Timings
21: California Ave & Front St

Existing Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	578	17	21	516	22	21	31	13	45	41	24
Future Volume (vph)	24	578	17	21	516	22	21	31	13	45	41	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.996			0.994			0.973			0.970	
Flt Protected	0.950			0.950				0.984			0.980	
Satd. Flow (prot)	1685	1748	0	1685	1744	0	0	1925	0	0	2021	0
Flt Permitted	0.399			0.359				0.883			0.836	
Satd. Flow (perm)	706	1748	0	635	1744	0	0	1726	0	0	1712	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	6		11	11		6	2		8	8		2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	2%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	26	622	18	23	555	24	23	33	14	48	44	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	640	0	23	579	0	0	70	0	0	118	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
 21: California Ave & Front St

Existing Friday Evening peak hour
 05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0		10.0	10.0		10.0		10.0
Minimum Split (s)	36.0	36.0		36.0	36.0		15.5	15.5		15.5		15.5
Total Split (s)	61.0	61.0		61.0	61.0		28.5	28.5		28.5		28.5
Total Split (%)	68.2%	68.2%		68.2%	68.2%		31.8%	31.8%		31.8%		31.8%
Maximum Green (s)	55.0	55.0		55.0	55.0		23.0	23.0		23.0		23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5		3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5				5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0		3.0
Recall Mode	Min	Min		Min	Min		None	None		None		None
Walk Time (s)							7.0	7.0		7.0		7.0
Flash Dont Walk (s)							12.0	12.0		12.0		12.0
Pedestrian Calls (#/hr)							4	4		2		2
Act Effct Green (s)	39.1	39.1		39.1	39.1			11.7				11.7
Actuated g/C Ratio	0.68	0.68		0.68	0.68			0.20				0.20
v/c Ratio	0.05	0.54		0.05	0.49			0.20				0.34
Control Delay	5.8	9.3		5.8	8.6			22.3				24.2
Queue Delay	0.0	0.0		0.0	0.0			0.0				0.0
Total Delay	5.8	9.3		5.8	8.6			22.3				24.2
LOS	A	A		A	A			C				C
Approach Delay		9.1			8.4			22.3				24.2
Approach LOS		A			A			C				C
Queue Length 50th (ft)	3	109		3	94			18				31
Queue Length 95th (ft)	14	267		13	230			61				93
Internal Link Dist (ft)		178			181			328				459
Turn Bay Length (ft)	45			50								
Base Capacity (vph)	661	1638		595	1634			707				701
Starvation Cap Reductn	0	0		0	0			0				0
Spillback Cap Reductn	0	0		0	0			0				0
Storage Cap Reductn	0	0		0	0			0				0
Reduced v/c Ratio	0.04	0.39		0.04	0.35			0.10				0.17

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 57.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54

Intersection Signal Delay: 10.7
 Intersection Capacity Utilization 51.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	66	588	0	454	675	37	3	41	213	0	28	269
Future Volume (vph)	66	588	0	454	675	37	3	41	213	0	28	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.97			0.99	1.00			1.00				1.00
Frt					0.992							0.972
Flt Protected	0.950			0.950				0.950				0.996
Satd. Flow (prot)	1770	3406	0	1787	3499	0	0	1805	1881	0	0	3457
Flt Permitted	0.352			0.272				0.355				0.797
Satd. Flow (perm)	639	3406	0	505	3499	0	0	672	1881	0	0	2765
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	50		32	32		50		5		3	3	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	6%	0%	1%	2%	0%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	73	653	0	504	750	41	3	46	237	0	31	299
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	653	0	504	791	0	0	49	237	0	0	406
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		20	20	30		20	6
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	68
Future Volume (vph)	68
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	5
Confl. Bikes (#/hr)	3
Peak Hour Factor	0.90
Heavy Vehicles (%)	0%
Adj. Flow (vph)	76
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	19.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	25.0		8.0	26.0		32.0	32.0	32.0		14.0	14.0
Total Split (s)	31.0	50.0		31.0	50.0		39.0	39.0	39.0		39.0	39.0
Total Split (%)	25.8%	41.7%		25.8%	41.7%		32.5%	32.5%	32.5%		32.5%	32.5%
Maximum Green (s)	26.0	44.0		26.0	44.0		33.0	33.0	33.0		33.0	33.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		2					11	11	11			
Act Effct Green (s)	61.1	45.8		86.1	65.8			22.9	22.9			22.9
Actuated g/C Ratio	0.51	0.38		0.72	0.55			0.19	0.19			0.19
v/c Ratio	0.16	0.50		0.69	0.41			0.38	0.66			0.77
Control Delay	4.5	14.7		15.4	18.3			42.2	45.2			55.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	1.1			0.0
Total Delay	4.5	14.7		15.4	18.3			42.2	46.3			55.8
LOS	A	B		B	B			D	D			E
Approach Delay		13.7			17.1				45.6			55.8
Approach LOS		B			B				D			E
Queue Length 50th (ft)	9	77		134	174			23	112			158
Queue Length 95th (ft)	m17	147		294	294			45	215			201
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	632	1394		731	1919			184	517			760
Starvation Cap Reductn	0	0		0	0			0	119			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.12	0.47		0.69	0.41			0.27	0.60			0.53

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

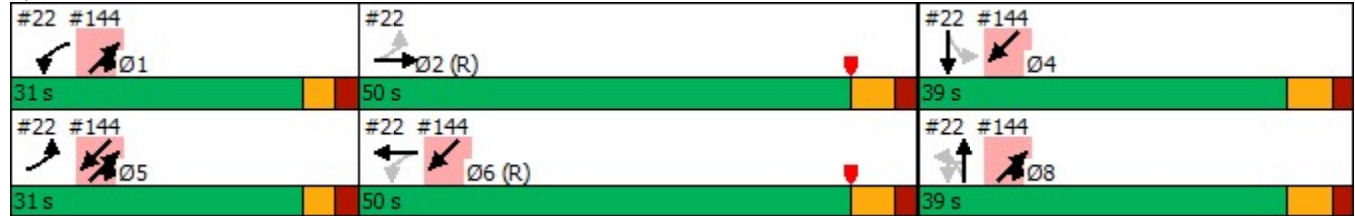
Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 25.0
 Intersection Capacity Utilization 88.7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave















Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

Existing Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	538	45	126	545	89	70	562	87	96	711	76
Future Volume (vph)	94	538	45	126	545	89	70	562	87	96	711	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.96	0.99		0.97	0.98		0.98	0.99		0.98	0.99	
Frt		0.988			0.979			0.980			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3350	0	1805	3421	0	1805	3459	0	1703	3493	0
Flt Permitted	0.176			0.192			0.238			0.280		
Satd. Flow (perm)	319	3350	0	353	3421	0	445	3459	0	492	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			16			15			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	101		79	79		101	63		56	56		63
Confl. Bikes (#/hr)			3						1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	6%	0%	0%	1%	3%	0%	1%	2%	6%	1%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	101	578	48	135	586	96	75	604	94	103	765	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	626	0	135	682	0	75	698	0	103	847	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings
23: Clinton St & Fulton Ave









Existing Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	18.0	42.0		18.0	42.0		18.0	42.0		18.0	42.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	12.0	36.0		12.0	36.0		12.0	36.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		21			19			26			34	
Act Effct Green (s)	36.9	28.0		39.2	29.2		56.7	49.6		60.3	53.0	
Actuated g/C Ratio	0.31	0.23		0.33	0.24		0.47	0.41		0.50	0.44	
v/c Ratio	0.49	0.79		0.57	0.81		0.26	0.49		0.31	0.55	
Control Delay	32.2	50.4		46.1	45.6		18.3	28.5		18.5	28.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.2	50.4		46.1	45.6		18.3	28.5		18.5	28.5	
LOS	C	D		D	D		B	C		B	C	
Approach Delay		47.9			45.7			27.5			27.4	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	52	239		60	136		27	201		38	255	
Queue Length 95th (ft)	81	283		154	262		61	307		80	378	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	253	1009		266	1037		363	1438		377	1548	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.40	0.62		0.51	0.66		0.21	0.49		0.27	0.55	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 36.5
 Intersection Capacity Utilization 78.5%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D













Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1 18 s	 Ø2 (R) 42 s	 Ø3 18 s	 Ø4 42 s
 Ø5 18 s	 Ø6 (R) 42 s	 Ø7 18 s	 Ø8 42 s

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

Existing Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	462	117	48	446	59	79	489	90	84	717	121
Future Volume (vph)	111	462	117	48	446	59	79	489	90	84	717	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98		0.92		0.99		1.00	0.99		0.97	0.99	
Frt			0.850		0.984			0.977			0.978	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1504	3505	1583	0	3372	0	1577	3341	0	1593	3324	0
Flt Permitted	0.238				0.854		0.182			0.424		
Satd. Flow (perm)	369	3505	1463	0	2884	0	301	3341	0	691	3324	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	37		53	53		37	18		52	52		18
Confl. Bikes (#/hr)						1			2			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	20%	3%	2%	0%	1%	0%	3%	1%	0%	2%	1%	9%
Parking (#/hr)						0						
Adj. Flow (vph)	116	481	122	50	465	61	82	509	94	88	747	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	481	122	0	576	0	82	603	0	88	873	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		6	6		17			18		12		12
Act Effct Green (s)	36.2	34.2	34.2		21.9		45.8	43.8		35.4		35.4
Actuated g/C Ratio	0.40	0.38	0.38		0.24		0.51	0.49		0.39		0.39
v/c Ratio	0.46	0.36	0.22		0.82		0.34	0.37		0.32		0.67
Control Delay	22.7	20.5	19.1		42.6		16.8	16.0		26.7		27.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	22.7	20.5	19.1		42.6		16.8	16.0		26.7		27.5
LOS	C	C	B		D		B	B		C		C
Approach Delay		20.6			42.6			16.1				27.4
Approach LOS		C			D			B				C
Queue Length 50th (ft)	38	93	42		155		25	119		38		235
Queue Length 95th (ft)	78	140	85		#225		48	150		81		302
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	260	1330	555		755		266	1682		279		1341
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	0.45	0.36	0.22		0.76		0.31	0.36		0.32		0.65

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 26.1
 Intersection Capacity Utilization 85.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 24: N Franklin St & Fulton Ave



Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave













Existing Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	451	56	4	270	677	190	0	380	184	160	594
Future Volume (vph)	0	451	56	4	270	677	190	0	380	184	160	594
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.96		0.99		0.99	0.99
Frt		0.984					0.850		0.951			0.989
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3396	0	0	1728	3610	1830	0	3110	0	1608	3163
Flt Permitted					0.950						0.283	
Satd. Flow (perm)	0	3396	0	0	1722	3610	1761	0	3110	0	474	3163
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		14					148		93			13
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	22		6		6		22	65		25	25	
Confl. Bikes (#/hr)							2					
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	2%	1%	1%	1%
Adj. Flow (vph)	0	470	58	4	281	705	198	0	396	192	167	619
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	528	0	0	285	705	198	0	588	0	167	670
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	49
Future Volume (vph)	49
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	65
Confl. Bikes (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	51
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lanes, Volumes, Timings
 25: Franklin Ave & Stewart Ave

Existing Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		22				8			2			7
Act Effct Green (s)		19.7			21.3	46.5	52.8		20.7		32.5	32.5
Actuated g/C Ratio		0.22			0.24	0.52	0.59		0.23		0.36	0.36
v/c Ratio		0.70			0.70	0.38	0.18		0.75		0.67	0.58
Control Delay		36.3			45.2	14.1	2.5		33.6		42.2	24.9
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		36.3			45.2	14.1	2.5		33.6		42.2	24.9
LOS		D			D	B	A		C		D	C
Approach Delay		36.3				19.6			33.6			28.4
Approach LOS		D				B			C			C
Queue Length 50th (ft)		142			146	117	9		140		68	159
Queue Length 95th (ft)		183			#359	178	35		191		107	195
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		907			408	1863	1176		981		325	1500
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		0.58			0.70	0.38	0.17		0.60		0.51	0.45

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 55 (61%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

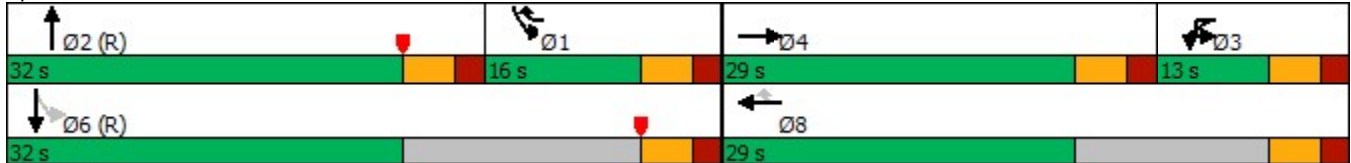
Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 27.4
 Intersection Capacity Utilization 76.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	760	234	229	774	158	158	337	119	143	303	58
Future Volume (vph)	98	760	234	229	774	158	158	337	119	143	303	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.99			0.98	1.00	0.99		1.00	1.00	
Frt			0.850			0.850		0.961			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1631	3388	1516	1685	3455	1546	1662	3328	0	1589	3357	0
Flt Permitted	0.323			0.212			0.345			0.235		
Satd. Flow (perm)	554	3388	1495	376	3455	1514	601	3328	0	392	3357	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								35			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	4		1	1		4	5		6	6		5
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	3%	3%	0%	1%	1%	5%	0%	1%	6%	1%	2%
Parking (#/hr)												0
Adj. Flow (vph)	102	792	244	239	806	165	165	351	124	149	316	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	792	244	239	806	165	165	475	0	149	376	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0	
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%	
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		2			2			0			1	
Act Effct Green (s)	65.4	56.9	71.1	83.4	68.9	83.0	38.8	24.5		38.4	24.3	
Actuated g/C Ratio	0.47	0.41	0.51	0.60	0.49	0.59	0.28	0.18		0.27	0.17	
v/c Ratio	0.31	0.58	0.32	0.58	0.47	0.18	0.60	0.78		0.65	0.63	
Control Delay	18.2	36.6	20.3	20.6	26.5	12.5	44.3	59.8		48.4	55.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.2	36.6	20.3	20.6	26.5	12.5	44.3	59.8		48.4	55.6	
LOS	B	D	C	C	C	B	D	E		D	E	
Approach Delay		31.5			23.4			55.8			53.6	
Approach LOS		C			C			E			D	
Queue Length 50th (ft)	38	295	116	98	250	57	113	205		102	162	
Queue Length 95th (ft)	79	427	208	175	373	114	158	251		144	203	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	423	1376	791	421	1699	932	305	975		260	970	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.24	0.58	0.31	0.57	0.47	0.18	0.54	0.49		0.57	0.39	









Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 34 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 36.4
 Intersection Capacity Utilization 77.3%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd

 Ø1 23 s	 Ø2 (R) 48 s	 Ø3 23 s	 Ø4 46 s
 Ø5 23 s	 Ø6 (R) 48 s	 Ø7 23 s	 Ø8 46 s

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd













Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	190	1364	53	227	1423	470	57	294	212	4	499	394
Future Volume (vph)	190	1364	53	227	1423	470	57	294	212	4	499	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235		300	
Storage Lanes	1		1	2		1	1		1		2	
Taper Length (ft)	85			110			130				75	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.95	0.97	0.95
Ped Bike Factor	1.00		0.99	1.00		0.98	1.00		0.99		1.00	
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	3467	5136	1429	3502	6471	1599	1805	3471	1615	0	3368	3312
Flt Permitted	0.950			0.950			0.950				0.950	
Satd. Flow (perm)	3464	5136	1410	3499	6471	1569	1803	3471	1592	0	3363	3312
Right Turn on Red			Yes			No			Yes			
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30				30
Link Distance (ft)		566			700			662				581
Travel Time (s)		12.9			11.9			15.0				13.2
Confl. Peds. (#/hr)	5		4	4		5	2		2		2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	13%	0%	1%	1%	0%	4%	0%	0%	4%	9%
Adj. Flow (vph)	204	1467	57	244	1530	505	61	316	228	4	537	424
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	1467	57	244	1530	505	61	316	228	0	541	424
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1	1	2	1	1	2	1	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	246
Future Volume (vph)	246
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1592
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Peak Hour Factor	0.93
Heavy Vehicles (%)	0%
Adj. Flow (vph)	265
Shared Lane Traffic (%)	
Lane Group Flow (vph)	265
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

Existing Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	Prot	NA
Protected Phases	5	2		1	6		3	8	1	7	7	4
Permitted Phases			Free			6 7			8			
Detector Phase	5	2		1	6	6 7	3	8	1	7	7	4
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		5.0	5.0	3.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0		9.0	26.0		11.0	16.0	9.0	11.0	11.0	16.0
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	35.0	60.0
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	21.9%	37.5%
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	29.0	54.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	2.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)	5.0	7.0			7.0			7.0				7.0
Flash Dont Walk (s)	7.0	28.0			28.0			33.0				33.0
Pedestrian Calls (#/hr)	0	1			1			1				2
Act Effct Green (s)	13.8	70.2	160.0	15.5	71.9	106.3	9.8	23.0	37.5		28.4	42.9
Actuated g/C Ratio	0.09	0.44	1.00	0.10	0.45	0.66	0.06	0.14	0.23		0.18	0.27
v/c Ratio	0.68	0.65	0.04	0.72	0.53	0.48	0.55	0.63	0.47		0.91	0.48
Control Delay	82.7	38.7	0.1	96.9	18.6	10.4	90.8	69.4	19.2		84.0	50.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0		0.0	0.0
Total Delay	82.7	38.7	0.1	96.9	18.6	10.8	90.8	69.4	19.2		84.0	50.9
LOS	F	D	A	F	B	B	F	E	B		F	D
Approach Delay		42.6			25.3			52.6				62.5
Approach LOS		D			C			D				E
Queue Length 50th (ft)	108	445	0	138	154	107	63	170	70		282	201
Queue Length 95th (ft)	151	585	0	#198	241	505	114	193	130		#385	228
Internal Link Dist (ft)		486			620			582				501
Turn Bay Length (ft)	375		245	250			95		235		300	
Base Capacity (vph)	455	2252	1410	339	2908	1052	180	911	484		620	1117
Starvation Cap Reductn	0	0	0	0	0	206	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.45	0.65	0.04	0.72	0.53	0.60	0.34	0.35	0.47		0.87	0.38

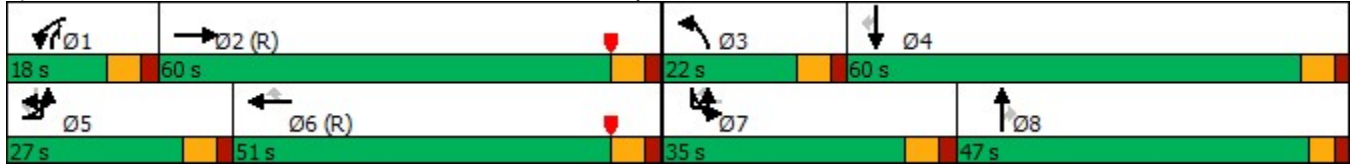
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 41.1
 Intersection LOS: D

Lane Group	SBR
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	62.6
Actuated g/C Ratio	0.39
v/c Ratio	0.43
Control Delay	37.2
Queue Delay	0.0
Total Delay	37.2
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	207
Queue Length 95th (ft)	240
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	695
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.38
Intersection Summary	

Intersection Capacity Utilization 78.9% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd















Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	1000	198	168	862	70	181	158	150	111	153	58
Future Volume (vph)	58	1000	198	168	862	70	181	158	150	111	153	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00							
Frt			0.850		0.989				0.850		0.973	
Flt Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1805	5036	1615	1752	5070	0	3502	1863	1615	0	3393	0
Flt Permitted	0.260			0.169			0.950				0.983	
Satd. Flow (perm)	492	5036	1615	312	5070	0	3502	1863	1615	0	3393	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			208		9				92			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	11					11						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	0%	3%	1%	0%	0%	2%	0%	1%	3%	0%
Adj. Flow (vph)	64	1099	218	185	947	77	199	174	165	122	168	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	1099	218	185	1024	0	199	174	165	0	354	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

Existing Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0			6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	81.1	73.2	73.2	97.5	86.0		21.4	21.4	45.7			23.1
Actuated g/C Ratio	0.51	0.46	0.46	0.61	0.54		0.13	0.13	0.29			0.14
v/c Ratio	0.20	0.48	0.26	0.52	0.38		0.43	0.70	0.31			0.72
Control Delay	17.5	33.0	5.6	20.7	23.6		65.5	80.6	19.2			74.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0
Total Delay	17.5	33.0	5.6	20.7	23.6		65.5	80.6	19.2			74.1
LOS	B	C	A	C	C		E	F	B			E
Approach Delay		27.9			23.2			56.2				74.1
Approach LOS		C			C			E				E
Queue Length 50th (ft)	26	289	6	81	226		100	177	57			188
Queue Length 95th (ft)	58	404	67	147	318		135	250	110			240
Internal Link Dist (ft)		554			755			317				181
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	449	2314	854	378	2729		853	454	552			497
Starvation Cap Reductn	0	0	0	0	0		0	0	0			0
Spillback Cap Reductn	0	0	0	0	0		0	0	0			0
Storage Cap Reductn	0	0	0	0	0		0	0	0			0
Reduced v/c Ratio	0.14	0.47	0.26	0.49	0.38		0.23	0.38	0.30			0.71

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 69 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 35.3
 Intersection LOS: D

Intersection Capacity Utilization 66.3%
 Analysis Period (min) 15

ICU Level of Service C













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1 26 s	 Ø2 (R) 63 s	 Ø3 26 s	 Ø4 45 s
 Ø5 26 s	 Ø6 (R) 63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	902	137	430	789	33	116	307	607	110	344	183
Future Volume (vph)	133	902	137	430	789	33	116	307	607	110	344	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor							0.99					0.98
Frt		0.980			0.994			0.925	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4981	0	3400	3554	0	1787	3121	1441	1787	3471	1583
Flt Permitted	0.950			0.950			0.397			0.139		
Satd. Flow (perm)	1770	4981	0	3400	3554	0	742	3121	1441	261	3471	1546
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					3			172	99			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)							10					10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	1%	9%	3%	1%	0%	1%	3%	2%	1%	4%	2%
Adj. Flow (vph)	143	970	147	462	848	35	125	330	653	118	370	197
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	143	1117	0	462	883	0	125	657	326	118	370	197
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		3			0						0	
Act Effct Green (s)	15.6	53.9		22.4	60.6		39.5	28.4	56.8	40.1	28.7	44.4
Actuated g/C Ratio	0.11	0.38		0.16	0.43		0.28	0.20	0.41	0.29	0.20	0.32
v/c Ratio	0.73	0.58		0.85	0.57		0.43	0.85	0.51	0.60	0.52	0.40
Control Delay	79.9	37.4		72.3	34.1		37.1	50.4	22.8	45.1	51.4	33.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.9	37.4		72.3	34.1		37.1	50.4	22.8	45.1	51.4	33.8
LOS	E	D		E	C		D	D	C	D	D	C
Approach Delay		42.2			47.2			40.7			45.2	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	128	299		211	315		82	242	164	77	159	131
Queue Length 95th (ft)	195	389		#290	466		119	300	240	114	198	168
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	290	1916		575	1540		328	930	656	232	892	577
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.58		0.80	0.57		0.38	0.71	0.50	0.51	0.41	0.34

Intersection Summary













Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 43.9
 Intersection LOS: D

Intersection Capacity Utilization 74.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
29 s	49 s	20 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
29 s	49 s	20 s	42 s

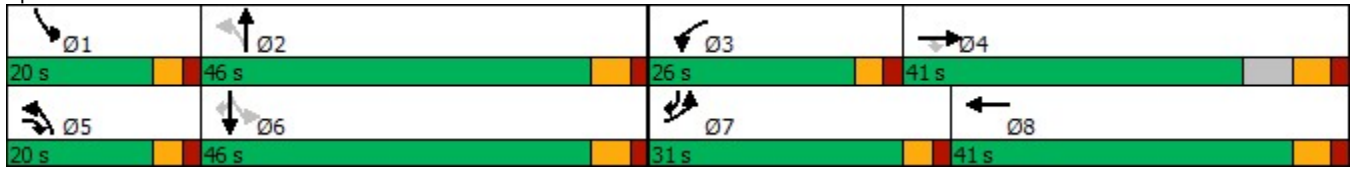
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	386	219	114	5	160	159	90	465	8	168	553	296
Future Volume (vph)	386	219	114	5	160	159	90	465	8	168	553	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt			0.850		0.925			0.997			0.990	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3574	1599	1805	3323	0	1787	3530	0	1728	3290	1353
Flt Permitted	0.950			0.950			0.234			0.278		
Satd. Flow (perm)	3433	3574	1599	1805	3323	0	440	3530	0	506	3290	1353
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			130									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	1%	1%	0%	1%	0%	1%	2%	0%	1%	4%	5%
Adj. Flow (vph)	439	249	130	6	182	181	102	528	9	191	628	336
Shared Lane Traffic (%)												14%
Lane Group Flow (vph)	439	249	130	6	363	0	102	537	0	191	675	289
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	18.9	39.1	53.9	5.1	16.7		34.0	24.4		39.6	27.2	52.3
Actuated g/C Ratio	0.20	0.42	0.57	0.05	0.18		0.36	0.26		0.42	0.29	0.56
v/c Ratio	0.64	0.17	0.13	0.06	0.62		0.36	0.59		0.53	0.71	0.38
Control Delay	40.9	19.7	2.8	52.6	42.8		20.9	34.5		23.1	35.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.9	19.7	2.8	52.6	42.8		20.9	34.5		23.1	35.6	14.0
LOS	D	B	A	D	D		C	C		C	D	B
Approach Delay		28.4			43.0			32.3			28.1	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	122	45	0	3	104		34	145		68	194	97
Queue Length 95th (ft)	211	100	29	19	184		77	235		136	311	187
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	985	1647	1079	418	1284		410	1559		426	1453	868
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.45	0.15	0.12	0.01	0.28		0.25	0.34		0.45	0.46	0.33

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 94.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 30.9
 Intersection Capacity Utilization 62.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd















Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	500	31	19	312	96	52	57	23	368	72	713
Future Volume (vph)	255	500	31	19	312	96	52	57	23	368	72	713
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor	1.00				1.00							
Frt		0.991			0.965				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.965	
Satd. Flow (prot)	1787	6322	0	1626	4806	0	1703	1827	1553	1643	3309	2787
Flt Permitted	0.423			0.404			0.950			0.950	0.965	
Satd. Flow (perm)	795	6322	0	692	4806	0	1703	1827	1553	1643	3309	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			55				70			792
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701				642
Travel Time (s)		24.9			14.4			15.9				14.6
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	2%	10%	11%	5%	0%	6%	4%	4%	0%	3%	2%
Adj. Flow (vph)	283	556	34	21	347	107	58	63	26	409	80	792
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	283	590	0	21	454	0	58	63	26	204	285	792
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			15				-15
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

Existing Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	86.9	77.7		66.2	60.9		11.3	11.3	16.6	23.7	23.7	49.8
Actuated g/C Ratio	0.62	0.56		0.47	0.44		0.08	0.08	0.12	0.17	0.17	0.36
v/c Ratio	0.45	0.17		0.06	0.21		0.42	0.43	0.11	0.73	0.51	0.53
Control Delay	15.8	16.9		15.7	24.5		69.9	69.4	0.9	69.9	55.1	2.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	16.9		15.7	24.5		69.9	69.4	0.9	69.9	55.1	2.8
LOS	B	B		B	C		E	E	A	E	E	A
Approach Delay		16.5			24.1			57.5			25.1	
Approach LOS		B			C			E			C	
Queue Length 50th (ft)	109	74		7	79		51	56	0	196	131	0
Queue Length 95th (ft)	198	114		22	139		97	102	0	275	168	36
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	647	3513		509	2121		364	391	380	356	717	1525
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.17		0.04	0.21		0.16	0.16	0.07	0.57	0.40	0.52

Intersection Summary






Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 24.0

Intersection LOS: C

Intersection Capacity Utilization 79.9%
 Analysis Period (min) 15

ICU Level of Service D

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave













 Ø1	 Ø2 (R)	 Ø3	 Ø4
24 s	44 s	36 s	36 s
 Ø5	 Ø6 (R)		
24 s	44 s		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	81	559	135	249	716	86	2	168	292	211	8	121
Future Volume (vph)	81	559	135	249	716	86	2	168	292	211	8	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		0.99		1.00
Frt		0.971			0.984					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	4906	0	3273	5038	0	0	1753	3574	2733	0	1740
Flt Permitted	0.950			0.950				0.375				0.483
Satd. Flow (perm)	1802	4906	0	3265	5038	0	0	691	3574	2694	0	883
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		40			15					240		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	3		2	2		3		3		2		2
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	4%	7%	1%	2%	0%	3%	1%	4%	0%	4%
Adj. Flow (vph)	92	635	153	283	814	98	2	191	332	240	9	138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	788	0	283	912	0	0	193	332	240	0	147
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Perm	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6			3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		8	3	8	1	7	7

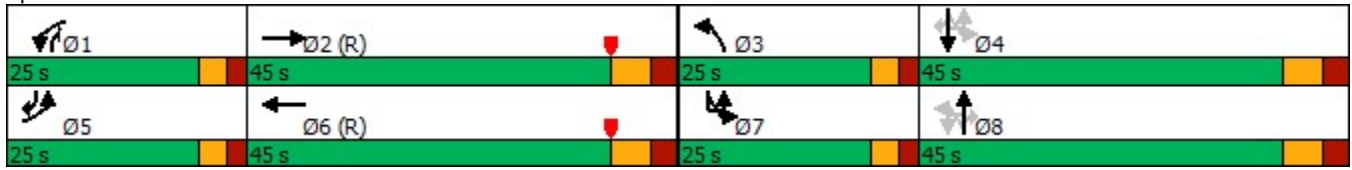
	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	284	71
Future Volume (vph)	284	71
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3406	1599
Flt Permitted		
Satd. Flow (perm)	3406	1574
Right Turn on Red		Yes
Satd. Flow (RTOR)		81
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		3
Confl. Bikes (#/hr)		3
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	6%	1%
Adj. Flow (vph)	323	81
Shared Lane Traffic (%)		
Lane Group Flow (vph)	323	81
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	32.0		5.0	32.0		12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		19.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		45.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		32.1%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		38.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0		7.0			
Flash Dont Walk (s)							30.0		30.0			
Pedestrian Calls (#/hr)							1		1			
Act Effct Green (s)	12.5	59.8		17.4	64.7			43.6	24.6	43.9		38.2
Actuated g/C Ratio	0.09	0.43		0.12	0.46			0.31	0.18	0.31		0.27
v/c Ratio	0.57	0.37		0.70	0.39			0.56	0.53	0.24		0.45
Control Delay	74.6	28.7		68.0	27.1			40.5	54.6	3.3		37.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	74.6	28.7		68.0	27.1			40.5	54.6	3.3		37.3
LOS	E	C		E	C			D	D	A		D
Approach Delay		33.5			36.8				34.9			
Approach LOS		C			D				C			
Queue Length 50th (ft)	82	163		129	188			135	148	0		100
Queue Length 95th (ft)	134	256		168	293			159	171	23		123
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	257	2117		477	2335			373	970	1069		395
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.36	0.37		0.59	0.39			0.52	0.34	0.22		0.37

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 36.9
 Intersection Capacity Utilization 73.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



Lane Group	↓ SBT	↙ SBR
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	21.9	36.3
Actuated g/C Ratio	0.16	0.26
v/c Ratio	0.61	0.17
Control Delay	59.0	6.3
Queue Delay	0.0	0.0
Total Delay	59.0	6.3
LOS	E	A
Approach Delay	45.5	
Approach LOS	D	
Queue Length 50th (ft)	149	0
Queue Length 95th (ft)	170	30
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	924	552
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.35	0.15
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave













Existing Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	83	771	21	1	325	963	57	15	331	277	48	496
Future Volume (vph)	83	771	21	1	325	963	57	15	331	277	48	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0		300		0	0		0	0	
Storage Lanes	1		0		1		0	0		0	0	
Taper Length (ft)	40				40			0			0	
Lane Util. Factor	1.00	0.91	0.91	0.95	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00				1.00			1.00
Frt		0.996				0.992			0.933			0.977
Flt Protected	0.950				0.950				0.999			0.996
Satd. Flow (prot)	1805	5115	0	0	3467	3567	0	0	3300	0	0	3259
Flt Permitted	0.950				0.950				0.889			0.700
Satd. Flow (perm)	1805	5115	0	0	3459	3567	0	0	2937	0	0	2291
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		30				30			20			20
Link Distance (ft)		529				566			958			393
Travel Time (s)		12.0				12.9			32.7			13.4
Confl. Peds. (#/hr)			2		2			1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	7%	0%	2%	2%	6%	9%
Adj. Flow (vph)	93	866	24	1	365	1082	64	17	372	311	54	557
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	890	0	0	366	1146	0	0	700	0	0	719
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		80				40			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		52				16			28			36
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2		1	1	2		1	2		1	2
Detector Template		Thru		Left		Thru		Left	Thru		Left	Thru
Leading Detector (ft)	56	100		20	30	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	30	6		20	30	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)	36	94				94			94			94
Detector 2 Size(ft)	20	6				6			6			6
Detector 2 Type	Cl+Ex	Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0				0.0			0.0			0.0

Lane Group	SBR	Ø3
Lane Configurations		
Traffic Volume (vph)	96	
Future Volume (vph)	96	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.89	
Heavy Vehicles (%)	1%	
Adj. Flow (vph)	108	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

Existing Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Perm	NA
Protected Phases	5	2		1	1	6			4			4
Permitted Phases								4			4	
Detector Phase	5	2		1	1	6		4	4		4	4
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	10.0	16.0		16.0	16.0		16.0	16.0
Minimum Split (s)	10.0	22.0		18.0	18.0	22.0		29.9	29.9		29.9	29.9
Total Split (s)	27.0	56.0		30.0	30.0	56.0		60.0	60.0		60.0	60.0
Total Split (%)	15.3%	31.8%		17.0%	17.0%	31.8%		34.1%	34.1%		34.1%	34.1%
Maximum Green (s)	22.0	50.0		22.0	22.0	50.0		46.1	46.1		46.1	46.1
Yellow Time (s)	3.0	4.0		3.0	3.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		5.0	5.0	2.0		9.9	9.9		9.9	9.9
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)	5.0	6.0			8.0	6.0			13.9			13.9
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	5.0		2.0	2.0	5.0		4.0	4.0		4.0	4.0
Recall Mode	None	None		None	None	None		None	None		None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.8	41.8			18.8	51.8			46.8			46.8
Actuated g/C Ratio	0.08	0.30			0.13	0.37			0.33			0.33
v/c Ratio	0.62	0.59			0.79	0.87			0.72			0.94
Control Delay	82.1	45.2			73.3	50.8			47.9			67.6
Queue Delay	0.0	0.0			0.0	0.0			0.0			0.0
Total Delay	82.1	45.2			73.3	50.8			47.9			67.6
LOS	F	D			E	D			D			E
Approach Delay		48.7				56.2			47.9			67.6
Approach LOS		D				E			D			E
Queue Length 50th (ft)	78	238			157	472			270			307
Queue Length 95th (ft)	170	383			#298	#876			#535			#666
Internal Link Dist (ft)		449				486			878			313
Turn Bay Length (ft)	135				300							
Base Capacity (vph)	286	1843			549	1373			975			761
Starvation Cap Reductn	0	0			0	0			0			0
Spillback Cap Reductn	0	0			0	0			0			0
Storage Cap Reductn	0	0			0	0			0			0
Reduced v/c Ratio	0.33	0.48			0.67	0.83			0.72			0.94

Intersection Summary

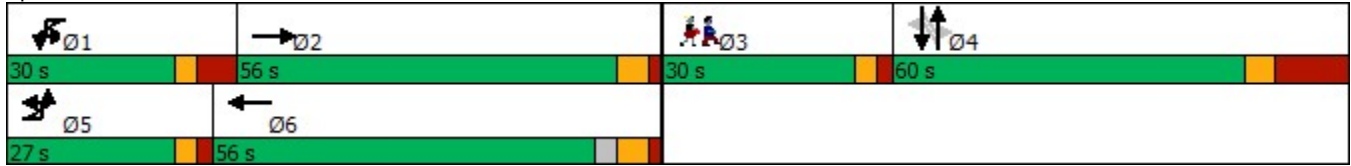
Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 140.9
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 54.9
 Intersection Capacity Utilization 102.0%
 Intersection LOS: D
 ICU Level of Service G







Lane Group	SBR	Ø3
Turn Type		
Protected Phases		3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		33.0
Total Split (s)		30.0
Total Split (%)		17%
Maximum Green (s)		25.0
Yellow Time (s)		3.0
All-Red Time (s)		2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		1.0
Recall Mode		None
Walk Time (s)		10.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Analysis Period (min) 15

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	105	108	274	188	91	342
Future Volume (vph)	105	108	274	188	91	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3312	1136	3213	1629	3467	2733
Flt Permitted			0.677		0.950	
Satd. Flow (perm)	3312	1136	2289	1629	3467	2733
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		121				384
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	9%	28%	9%	5%	1%	4%
Parking (#/hr)		0		0		
Adj. Flow (vph)	118	121	308	211	102	384
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	121	308	211	102	384
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm

Lanes, Volumes, Timings
34: Oak St & Commercial Ave

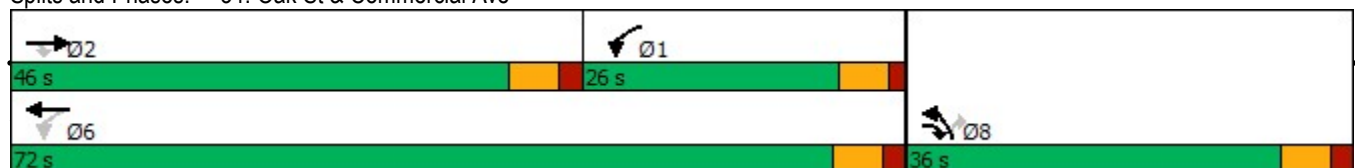
Existing Friday Evening peak hour
05/23/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	10.0	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.2	23.5	21.1	20.5	9.9	9.9
Actuated g/C Ratio	0.29	0.55	0.50	0.48	0.23	0.23
v/c Ratio	0.12	0.18	0.24	0.27	0.13	0.41
Control Delay	13.3	1.6	6.8	7.6	14.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	1.6	6.8	7.6	14.4	3.7
LOS	B	A	A	A	B	A
Approach Delay	7.4			7.1	6.0	
Approach LOS	A			A	A	
Queue Length 50th (ft)	11	0	18	25	10	0
Queue Length 95th (ft)	28	11	37	62	24	25
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	3021	849	2305	1629	2482	2065
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.14	0.13	0.13	0.04	0.19

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 42.6
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 6.7
 Intersection Capacity Utilization 32.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	384	20	46	1	19	22	66	223	1	8	10	274
Future Volume (vph)	384	20	46	1	19	22	66	223	1	8	10	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0	130		0		185	
Storage Lanes	1		1	1		0	1		0		1	
Taper Length (ft)	85			75			75				135	
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	1.00	0.91	0.91	0.95	1.00	0.95
Ped Bike Factor							1.00					
Frt			0.850		0.919			0.999				
Flt Protected	0.950	0.957		0.950			0.950				0.950	
Satd. Flow (prot)	1610	3081	1455	902	2776	0	1805	5182	0	0	1404	3574
Flt Permitted	0.488	0.828					0.443				0.585	
Satd. Flow (perm)	827	2666	1455	950	2776	0	841	5182	0	0	865	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			72		26							
Link Speed (mph)		30			30			45				45
Link Distance (ft)		1482			343			527				602
Travel Time (s)		33.7			7.8			8.0				9.1
Confl. Peds. (#/hr)							1					
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	60%	11%	100%	26%	14%	0%	0%	0%	0%	50%	1%
Adj. Flow (vph)	447	23	53	1	22	26	77	259	1	9	12	319
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	223	247	53	1	48	0	77	260	0	0	21	319
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			30				30
Link Offset(ft)		0			0			4				-3
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1	1	2		1	2		1	1	2
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100	20	20	100		20	100		20	20	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	376
Future Volume (vph)	376
Ideal Flow (vphpl)	1900
Storage Length (ft)	265
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1482
Flt Permitted	
Satd. Flow (perm)	1462
Right Turn on Red	Yes
Satd. Flow (RTOR)	437
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.86
Heavy Vehicles (%)	9%
Adj. Flow (vph)	437
Shared Lane Traffic (%)	
Lane Group Flow (vph)	437
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases	7	4			8		1	6		5	5	2
Permitted Phases	4		4	8			6			2	2	
Detector Phase	7	4	4	8	8		1	6		5	5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	16.0	16.0	11.0	11.0		10.0	11.0		10.0	10.0	16.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	46.0		20.0	20.0	46.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	37.7%		16.4%	16.4%	37.7%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	40.0		15.0	15.0	40.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0		5.0	6.0			5.0	6.0
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	4.0		2.0	2.0	4.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		6.0	6.0									6.0
Flash Dont Walk (s)		20.0	20.0									20.0
Pedestrian Calls (#/hr)		0	0									0
Act Effct Green (s)	20.7	19.5	19.5	6.6	6.6		20.7	18.5			16.8	11.8
Actuated g/C Ratio	0.39	0.37	0.37	0.12	0.12		0.39	0.35			0.32	0.22
v/c Ratio	0.42	0.23	0.09	0.01	0.13		0.17	0.14			0.06	0.40
Control Delay	14.5	12.2	2.7	28.0	18.1		12.9	14.8			13.1	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	14.5	12.2	2.7	28.0	18.1		12.9	14.8			13.1	22.4
LOS	B	B	A	C	B		B	B			B	C
Approach Delay		12.2			18.3			14.4				11.0
Approach LOS		B			B			B				B
Queue Length 50th (ft)	53	29	0	0	3		16	20			4	51
Queue Length 95th (ft)	107	54	11	5	18		44	52			17	97
Internal Link Dist (ft)		1402			263			447				522
Turn Bay Length (ft)	290		840	125			130				185	
Base Capacity (vph)	737	2430	1279	497	1466		675	3936			552	2714
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.30	0.10	0.04	0.00	0.03		0.11	0.07			0.04	0.12

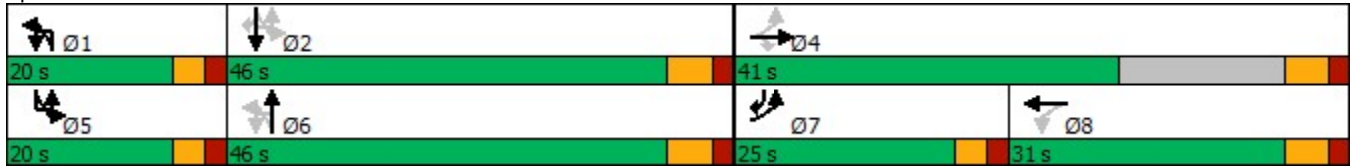
Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 53
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 12.3
 Intersection Capacity Utilization 45.1%
 Intersection LOS: B
 ICU Level of Service A

Lane Group	SBR
Turn Type	pm+ov
Protected Phases	7
Permitted Phases	2
Detector Phase	7
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	10.0
Total Split (s)	25.0
Total Split (%)	20.5%
Maximum Green (s)	20.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.5
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	27.3
Actuated g/C Ratio	0.52
v/c Ratio	0.45
Control Delay	2.6
Queue Delay	0.0
Total Delay	2.6
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	29
Internal Link Dist (ft)	
Turn Bay Length (ft)	265
Base Capacity (vph)	1086
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.40
Intersection Summary	

Analysis Period (min) 15

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



Lanes, Volumes, Timings
 36: Charles Lindbergh Blvd & Meadow St/Drwy

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	153	19	48	0	0	0	0	2	326	258
Future Volume (vph)	0	3	153	19	48	0	0	0	0	2	326	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor			0.99									0.99
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1773	1531	1925	1827	0	0	0	0	842	5036	1346
Flt Permitted				0.756						0.950		
Satd. Flow (perm)	0	1773	1511	1532	1827	0	0	0	0	842	5036	1326
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			168									284
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)	1					1	2					2
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	2%	0%	4%	0%	0%	0%	0%	100%	3%	12%
Adj. Flow (vph)	0	3	168	21	53	0	0	0	0	2	358	284
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	168	21	53	0	0	0	0	2	358	284
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0

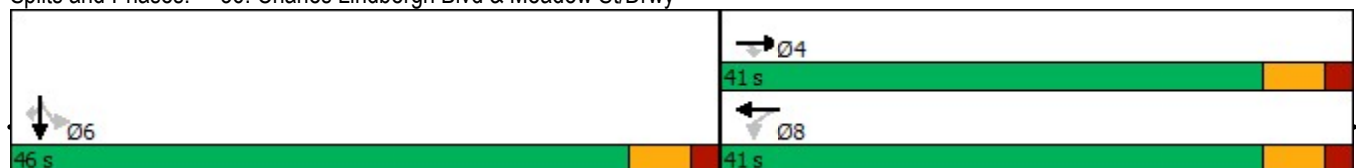
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	0	0					0	0	0
Act Effct Green (s)		10.5	10.5	10.5	10.5					27.0	27.0	27.0
Actuated g/C Ratio		0.21	0.21	0.21	0.21					0.54	0.54	0.54
v/c Ratio		0.01	0.37	0.07	0.14					0.00	0.13	0.33
Control Delay		13.3	5.5	14.2	15.0					8.0	6.7	2.7
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		13.3	5.5	14.2	15.0					8.0	6.7	2.7
LOS		B	A	B	B					A	A	A
Approach Delay		5.7			14.8						5.0	
Approach LOS		A			B						A	
Queue Length 50th (ft)		1	0	5	12					0	13	0
Queue Length 95th (ft)		5	32	16	31					4	43	37
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		1267	1128	1095	1306					687	4114	1135
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.00	0.15	0.02	0.04					0.00	0.09	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 49.6
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 52.0%
 Analysis Period (min) 15















Intersection LOS: A
 ICU Level of Service A









Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy



Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024

								
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR
Lane Configurations								
Traffic Volume (vph)	1524	92	72	431	1408	422	10	0
Future Volume (vph)	1524	92	72	431	1408	422	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	12
Storage Length (ft)		55		150		205		0
Storage Lanes		1		2		1		1
Taper Length (ft)				85				
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.88	1.00	1.00
Ped Bike Factor		0.96		1.00				
Frt		0.850				0.850		
Flt Protected				0.950				
Satd. Flow (prot)	4964	1554	0	3152	4964	2748	0	1900
Flt Permitted				0.950				
Satd. Flow (perm)	4964	1492	0	3145	4964	2748	0	1900
Right Turn on Red			No				No	Yes
Satd. Flow (RTOR)								
Link Speed (mph)	40				40			
Link Distance (ft)	625				576			
Travel Time (s)	10.7				9.8			
Confl. Peds. (#/hr)		9		9				3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	1621	98	77	459	1498	449	11	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1621	175	0	459	1498	460	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	R NA
Median Width(ft)	18				18			
Link Offset(ft)	0				0			
Crosswalk Width(ft)	16				16			
Two way Left Turn Lane								
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9
Number of Detectors	0	0		2	0	2		0
Detector Template								
Leading Detector (ft)	0	0		50	0	50		0
Trailing Detector (ft)	0	0		0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0		0
Detector 1 Size(ft)	0	0		20	0	20		0
Detector 1 Type				Cl+Ex		Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)				30		30		
Detector 2 Size(ft)				20		20		
Detector 2 Type				Cl+Ex		Cl+Ex		
Detector 2 Channel								

								
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR
Detector 2 Extend (s)				0.0		0.0		
Turn Type	NA	Perm		Prot	NA	Over		Perm
Protected Phases	2			4	6	4		
Permitted Phases		2						4
Detector Phase	2	2		4	6	4		4
Switch Phase								
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	17.0	17.6		17.6
Total Split (s)	120.0	120.0		50.0	120.0	50.0		50.0
Total Split (%)	70.6%	70.6%		29.4%	70.6%	29.4%		29.4%
Maximum Green (s)	113.0	113.0		42.4	113.0	42.4		42.4
Yellow Time (s)	4.0	4.0		3.5	4.0	3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0	4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0	7.6		7.6
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	0.2	0.2		3.0	0.2	3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max	None		None
Walk Time (s)	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0		31.0		31.0
Pedestrian Calls (#/hr)	1	1		0		0		0
Act Effct Green (s)	120.5	120.5		34.9	120.5	34.9		
Actuated g/C Ratio	0.71	0.71		0.21	0.71	0.21		
v/c Ratio	0.46	0.17		0.71	0.43	0.82		
Control Delay	11.7	9.3		65.9	7.2	76.2		
Queue Delay	0.0	0.0		0.0	0.2	0.0		
Total Delay	11.7	9.3		65.9	7.4	76.2		
LOS	B	A		E	A	E		
Approach Delay	11.5				21.1			
Approach LOS	B				C			
Queue Length 50th (ft)	269	61		267	147	280		
Queue Length 95th (ft)	345	105		m321	254	337		
Internal Link Dist (ft)	545				496			
Turn Bay Length (ft)		55		150		205		
Base Capacity (vph)	3518	1057		786	3518	685		
Starvation Cap Reductn	0	0		0	1058	0		
Spillback Cap Reductn	360	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.51	0.17		0.58	0.61	0.67		

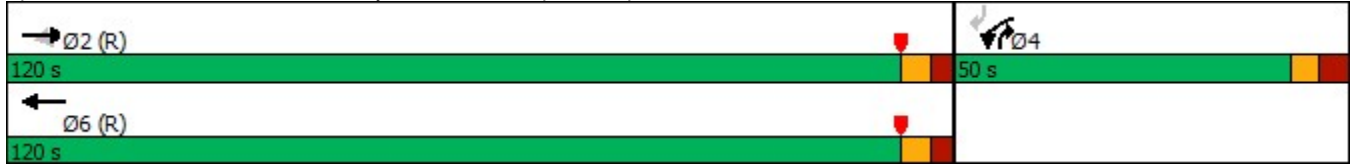
Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 168 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

Intersection Signal Delay: 23.0
 Intersection Capacity Utilization 58.1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke















Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

Existing Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	378	1533	20	13	1233	98	84	81	13	174	77	464
Future Volume (vph)	378	1533	20	13	1233	98	84	81	13	174	77	464
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99	1.00		1.00	0.98	0.97
Frt		0.998			0.989			0.979			0.892	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3120	4953	0	1745	4903	0	1745	1732	0	1728	1503	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3116	4953	0	1742	4903	0	1727	1732	0	1721	1503	1429
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	4		7	7		4	11		3	3		11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	0%	0%	1%	3%	1%
Adj. Flow (vph)	411	1666	22	14	1340	107	91	88	14	189	84	504
Shared Lane Traffic (%)												43%
Lane Group Flow (vph)	411	1688	0	14	1447	0	91	102	0	189	301	287
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

Existing Friday Evening peak hour
05/23/2024

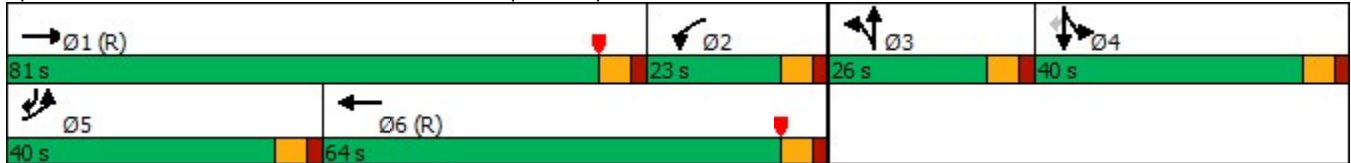
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	26.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	40.0	81.0		23.0	64.0		26.0	26.0		40.0	40.0	40.0
Total Split (%)	23.5%	47.6%		13.5%	37.6%		15.3%	15.3%		23.5%	23.5%	23.5%
Maximum Green (s)	34.0	75.0		17.0	58.0		20.0	20.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		4			1		2	2		1	1	
Act Effct Green (s)	26.9	90.3		10.0	66.6		14.3	14.3		38.2	38.2	65.1
Actuated g/C Ratio	0.16	0.53		0.06	0.39		0.08	0.08		0.22	0.22	0.38
v/c Ratio	0.83	0.64		0.14	0.75		0.62	0.70		0.49	0.89	0.52
Control Delay	70.2	31.1		66.8	42.5		92.5	99.5		62.9	91.0	39.7
Queue Delay	0.0	0.3		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	70.2	31.4		66.8	42.5		92.5	99.5		62.9	91.0	39.7
LOS	E	C		E	D		F	F		E	F	D
Approach Delay		39.0			42.8			96.2			65.2	
Approach LOS		D			D			F			E	
Queue Length 50th (ft)	237	517		15	524		100	113		183	342	238
Queue Length 95th (ft)	264	681		m38	621		161	176		281	#580	330
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	624	2629		174	1919		205	203		388	337	615
Starvation Cap Reductn	0	341		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.66	0.74		0.08	0.75		0.44	0.50		0.49	0.89	0.47

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 147 (86%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89

































Intersection Signal Delay: 47.2
 Intersection Capacity Utilization 81.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

Existing Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (vph)	285	1361	140	198	1202	140	216	358	224	226	281	177
Future Volume (vph)	285	1361	140	198	1202	140	216	358	224	226	281	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99		0.97	0.99		0.98
Frt		0.986			0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4890	0	3120	4876	0	3268	3490	1561	3268	3455	1439
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3233	4890	0	3115	4876	0	3242	3490	1519	3239	3455	1404
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	4		7	7		4	9		11	11		9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	1%	1%	1%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	306	1463	151	213	1292	151	232	385	241	243	302	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	306	1614	0	213	1443	0	232	385	241	243	302	190
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

Existing Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	33.0	61.0		33.0	61.0		33.0	43.0	33.0	33.0	43.0	33.0
Total Split (%)	19.4%	35.9%		19.4%	35.9%		19.4%	25.3%	19.4%	19.4%	25.3%	19.4%
Maximum Green (s)	26.0	53.0		26.0	53.0		26.0	35.0	26.0	26.0	35.0	26.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		3			4			2			1	
Act Effct Green (s)	20.4	82.6		16.0	78.2		20.0	24.4	41.4	17.0	21.4	42.8
Actuated g/C Ratio	0.12	0.49		0.09	0.46		0.12	0.14	0.24	0.10	0.13	0.25
v/c Ratio	0.79	0.68		0.73	0.64		0.60	0.77	0.65	0.75	0.70	0.53
Control Delay	87.3	37.3		89.1	38.9		77.9	80.2	43.8	88.3	79.0	37.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.3	37.3		89.1	38.9		77.9	80.2	43.8	88.3	79.0	37.7
LOS	F	D		F	D		E	F	D	F	E	D
Approach Delay		45.2			45.4			69.4			71.4	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	173	491		121	441		127	222	184	138	175	134
Queue Length 95th (ft)	222	687		164	619		175	263	203	183	207	150
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	494	2377		477	2244		499	718	465	499	711	405
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.68		0.45	0.64		0.46	0.54	0.52	0.49	0.42	0.47

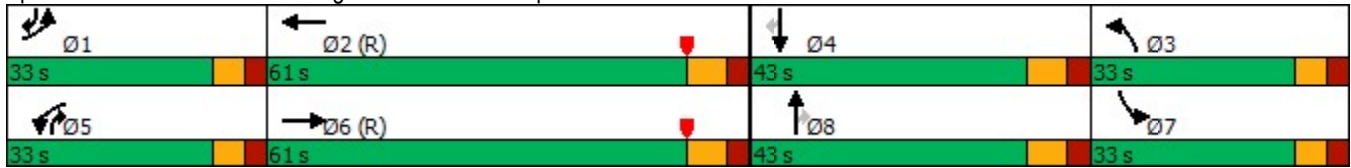
Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 129 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79

Intersection Signal Delay: 53.0
 Intersection Capacity Utilization 86.7%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



	↑	↖	↙	↓	↘	↗	Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations	↑↑		↖↙	↑↑		↗↘	
Traffic Volume (vph)	375	31	487	418	0	339	
Future Volume (vph)	375	31	487	418	0	339	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor							
Frt	0.989					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3358	0	3236	3303	0	2760	
Flt Permitted			0.950				
Satd. Flow (perm)	3358	0	3236	3303	0	2760	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						109	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)					1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	3%	0%	1%	2%	0%	3%	
Adj. Flow (vph)	417	34	541	464	0	377	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	451	0	541	464	0	377	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	20.0		43.0	17.0		43.0	
Actuated g/C Ratio	0.27		0.57	0.23		0.57	
v/c Ratio	0.50		0.29	0.62		0.23	
Control Delay	26.4		8.6	29.9		5.7	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	26.4		8.6	29.9		5.7	
LOS	C		A	C		A	
Approach Delay	26.4			18.4	5.7		
Approach LOS	C			B	A		
Queue Length 50th (ft)	92		60	102		30	
Queue Length 95th (ft)	153		85	147		51	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	896		2285	1543		1981	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.50		0.24	0.30		0.19	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 75.1
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 17.8
 Intersection Capacity Utilization 40.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 47: Merrick Ave & Bellmore Ave















Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

Existing Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	223	17	134	186	32	26	408	175	40	359	142
Future Volume (vph)	107	223	17	134	186	32	26	408	175	40	359	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.978			0.955			0.958	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3420	0	1668	3328	0	1745	3400	0	1694	3287	0
Flt Permitted	0.603			0.589			0.394			0.336		
Satd. Flow (perm)	1011	3420	0	1034	3328	0	724	3400	0	599	3287	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			35			97			86	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	1%	0%	1%	3%	0%	0%	2%	0%	3%	2%	1%
Adj. Flow (vph)	118	245	19	147	204	35	29	448	192	44	395	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	264	0	147	239	0	29	640	0	44	551	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	

Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

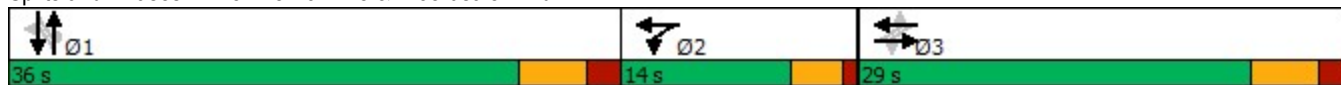
Existing Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		3		2	2 3			1			1	
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0	20.0	
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0	36.0	
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%	45.6%	
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0	6.0	
Lead/Lag				Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2	0.2	
Recall Mode	Max	Max		None			Max	Max		Max	Max	
Walk Time (s)	8.0	8.0					1.0	1.0		1.0	1.0	
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)	0	0					0	0		0	0	
Act Effct Green (s)	26.0	26.0		35.3	39.3		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.33	0.33		0.45	0.50		0.38	0.38		0.38	0.38	
v/c Ratio	0.36	0.23		0.28	0.14		0.11	0.48		0.19	0.42	
Control Delay	24.7	19.7		12.7	9.4		18.1	17.3		20.1	16.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.7	19.7		12.7	9.4		18.1	17.3		20.1	16.7	
LOS	C	B		B	A		B	B		C	B	
Approach Delay		21.2			10.6			17.3			16.9	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	44	47		38	26		9	103		14	86	
Queue Length 95th (ft)	93	80		70	45		28	158		40	135	
Internal Link Dist (ft)		194			404			460			243	
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	331	1128		571	1633		273	1347		226	1297	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.36	0.23		0.26	0.15		0.11	0.48		0.19	0.42	

Intersection Summary



















Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 79.3
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 16.7
 Intersection Capacity Utilization 62.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd



Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

Existing Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	34	174	106	11	72	168	199	41	25	299	574	239
Future Volume (vph)	34	174	106	11	72	168	199	41	25	299	574	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Flt		0.940					0.974				0.956	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1685	3295	0	0	0	1608	3238	0	0	1682	3303	0
Flt Permitted	0.599					0.569				0.422		
Satd. Flow (perm)	1062	3295	0	0	0	963	3238	0	0	747	3303	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	0%	0%	1%	1%	6%	0%	2%	0%	1%	1%
Adj. Flow (vph)	35	179	109	11	74	173	205	42	26	308	592	246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	299	0	0	0	247	247	0	0	334	838	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	34		1	1	12	
Permitted Phases	4				34	34			12	12		
Detector Phase	4	4			3	3	34		1	1	12	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	44	266	140	22
Future Volume (vph)	44	266	140	22
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Flt		0.943		
Flt Protected	0.950			
Satd. Flow (prot)	1685	3270	0	0
Flt Permitted	0.337			
Satd. Flow (perm)	598	3270	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%
Adj. Flow (vph)	45	274	144	23
Shared Lane Traffic (%)				
Lane Group Flow (vph)	45	441	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		

Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	12.1	12.1				27.6	32.6			30.2	35.2	
Actuated g/C Ratio	0.16	0.16				0.35	0.42			0.39	0.45	
v/c Ratio	0.21	0.58				0.55	0.18			0.75	0.56	
Control Delay	33.0	35.9				20.3	14.2			29.9	18.5	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	33.0	35.9				20.3	14.2			29.9	18.5	
LOS	C	D				C	B			C	B	
Approach Delay		35.6					17.2				21.8	
Approach LOS		D					B				C	
Queue Length 50th (ft)	15	71				79	37			103	146	
Queue Length 95th (ft)	43	119				131	60			#236	257	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	411	1276				559	2072			446	1493	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.09	0.23				0.44	0.12			0.75	0.56	





Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 77.9
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 25.9
 Intersection Capacity Utilization 98.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service F
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave



26841_01 EX-Friday Evening.syn
 VHB

Lane Group	 SBL	 SBT	 SBR	 SBR2
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	0	0		
Act Effct Green (s)	15.1	15.1		
Actuated g/C Ratio	0.19	0.19		
v/c Ratio	0.39	0.70		
Control Delay	41.2	37.4		
Queue Delay	0.0	0.0		
Total Delay	41.2	37.4		
LOS	D	D		
Approach Delay		37.8		
Approach LOS		D		
Queue Length 50th (ft)	19	103		
Queue Length 95th (ft)	#60	#195		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	115	633		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.39	0.70		
Intersection Summary				













Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

Existing Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	561	95	110	534	133	119	380	48	120	385	62
Future Volume (vph)	138	561	95	110	534	133	119	380	48	120	385	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99		0.99	0.99		0.98	1.00	
Frt		0.978			0.970			0.983			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1668	3323	0	1636	3274	0	1668	1787	0	1685	1804	0
Flt Permitted	0.220			0.272			0.184			0.210		
Satd. Flow (perm)	382	3323	0	463	3274	0	321	1787	0	366	1804	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			33			7			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	20		17	17		20	15		42	42		15
Confl. Bikes (#/hr)						2			6			9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	1%	3%	2%	2%	1%	4%	2%	0%	3%	0%
Adj. Flow (vph)	145	591	100	116	562	140	125	400	51	126	405	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	691	0	116	702	0	125	451	0	126	470	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

Existing Friday Evening peak hour
05/23/2024

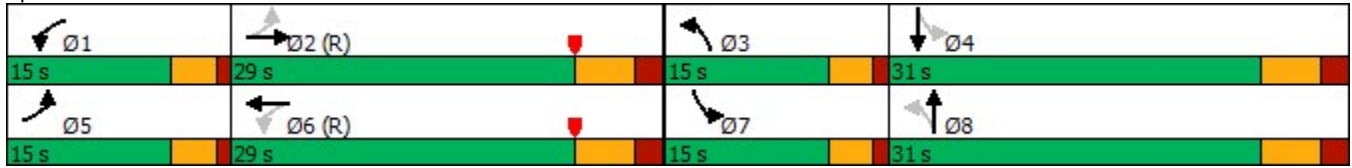
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	30.0		7.0	30.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		5			14			6			7	
Act Effct Green (s)	38.8	29.0		36.8	26.5		36.6	26.3		36.6	26.3	
Actuated g/C Ratio	0.43	0.32		0.41	0.29		0.41	0.29		0.41	0.29	
v/c Ratio	0.50	0.64		0.39	0.71		0.49	0.86		0.47	0.88	
Control Delay	21.5	30.5		19.2	33.0		21.1	47.4		20.1	50.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.5	30.5		19.2	33.0		21.1	47.4		20.1	50.1	
LOS	C	C		B	C		C	D		C	D	
Approach Delay		28.9			31.0			41.7			43.7	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	51	185		40	189		38	224		38	235	
Queue Length 95th (ft)	87	#257		72	#265		73	#423		73	#444	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	326	1085		345	989		303	535		319	541	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.64		0.34	0.71		0.41	0.84		0.39	0.87	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 59 (66%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 35.3
 Intersection Capacity Utilization 74.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.





















Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave















Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

Existing Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	579	95	35	774	330	111	241	20	238	278	25
Future Volume (vph)	15	579	95	35	774	330	111	241	20	238	278	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.95	1.00	1.00		1.00	1.00	
Frt		0.979				0.850		0.989			0.987	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3315	0	1745	3455	1436	1685	1815	0	1636	1729	0
Flt Permitted		0.927		0.232			0.565			0.324		
Satd. Flow (perm)	0	3076	0	425	3455	1364	1001	1815	0	558	1729	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		20						4			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	17		6	6		17	1		1	1		1
Confl. Bikes (#/hr)			1			5						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	3%	0%	0%	1%	5%	0%	0%	0%	3%	3%	24%
Adj. Flow (vph)	16	616	101	37	823	351	118	256	21	253	296	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	733	0	37	823	351	118	277	0	253	323	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
 51: Brookside Ave/Uniondale Ave & Nassau Rd

Existing Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	19.0	19.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	0	0			0	0						
Act Effct Green (s)		31.6		39.4	38.4	38.4	17.2	17.2		34.3	33.3	
Actuated g/C Ratio		0.38		0.47	0.46	0.46	0.21	0.21		0.41	0.40	
v/c Ratio		0.63		0.12	0.52	0.56	0.58	0.74		0.71	0.47	
Control Delay		25.8		13.8	17.9	21.4	43.3	44.2		31.7	21.8	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		25.8		13.8	17.9	21.4	43.3	44.2		31.7	21.8	
LOS		C		B	B	C	D	D		C	C	
Approach Delay		25.8			18.8			43.9			26.1	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		177		10	159	133	60	145		99	132	
Queue Length 95th (ft)		268		28	232	236	120	236		#186	214	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1169		343	1885	744	279	509		358	821	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.63		0.11	0.44	0.47	0.42	0.54		0.71	0.39	

Intersection Summary


















Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 83.9
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 25.4
 Intersection Capacity Utilization 81.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.







Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



Lanes, Volumes, Timings
 52: Stewart Ave & Ring Rd West (Roosevelt Field)

Existing Friday Evening peak hour
 05/23/2024

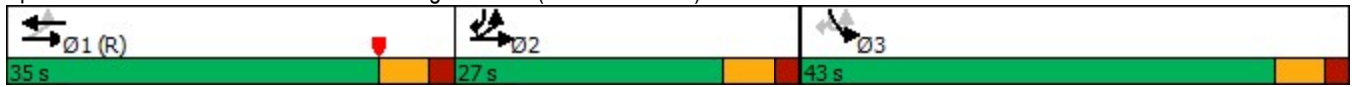
						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		  	  		  	
Traffic Volume (vph)	293	862	891	66	59	490
Future Volume (vph)	293	862	891	66	59	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.97	0.91
Ped Bike Factor	1.00		1.00		0.99	0.99
Frt			0.990		0.879	0.850
Flt Protected	0.950				0.990	
Satd. Flow (prot)	1652	4841	4877	0	3004	1407
Flt Permitted	0.226				0.990	
Satd. Flow (perm)	393	4841	4877	0	3003	1389
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			11		264	9
Link Speed (mph)		40	40		25	
Link Distance (ft)		324	370		322	
Travel Time (s)		5.5	6.3		8.8	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	1%	11%	7%	1%
Adj. Flow (vph)	315	927	958	71	63	527
Shared Lane Traffic (%)						50%
Lane Group Flow (vph)	315	927	1029	0	327	263
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	10		32	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		42	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	0	0		1	1
Detector Template						
Leading Detector (ft)	46	0	0		30	30
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	0	0		30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	26					
Detector 2 Size(ft)	20					
Detector 2 Type	Cl+Ex					
Detector 2 Channel						
Detector 2 Extend (s)	0.0					
Turn Type	pm+pt	NA	NA		Prot	pm+ov

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	2	1 2	1		3	2
Permitted Phases	1 2					3
Detector Phase	2	1 2	1		3	2
Switch Phase						
Minimum Initial (s)	3.0		10.0		10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	9.0
Total Split (s)	27.0		35.0		43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag	Lag		Lead			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		0.2		3.0	2.0
Recall Mode	None		C-Min		None	None
Act Effct Green (s)	76.4	82.4	52.3		10.6	34.7
Actuated g/C Ratio	0.73	0.78	0.50		0.10	0.33
v/c Ratio	0.55	0.24	0.42		0.61	0.56
Control Delay	16.3	3.2	18.1		15.4	27.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	16.3	3.2	18.1		15.4	27.5
LOS	B	A	B		B	C
Approach Delay		6.6	18.1		20.8	
Approach LOS		A	B		C	
Queue Length 50th (ft)	43	46	152		20	138
Queue Length 95th (ft)	122	68	217		61	194
Internal Link Dist (ft)		244	290		242	
Turn Bay Length (ft)						
Base Capacity (vph)	589	3842	2435		1229	481
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.53	0.24	0.42		0.27	0.55

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 13.6
 Intersection Capacity Utilization 58.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

Existing Friday Evening peak hour
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	32	1633	407	18	259	1667	99	363	35	401	133
Future Volume (vph)	3	32	1633	407	18	259	1667	99	363	35	401	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00		0.98		1.00	1.00			0.99	0.98	1.00
Frt				0.850			0.992			0.895	0.850	
Flt Protected		0.950				0.950			0.950	0.993		0.950
Satd. Flow (prot)	0	1685	4964	1589	0	3385	6258	0	3113	1430	1534	1772
Flt Permitted		0.950				0.950			0.950	0.993		0.950
Satd. Flow (perm)	0	1684	4964	1557	0	3382	6258	0	3113	1430	1511	1766
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				361			8			74	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		2		7		7		2			4	4
Confl. Bikes (#/hr)				3				2			2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	5%	0%	0%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	3	33	1666	415	18	264	1701	101	370	36	409	136
Shared Lane Traffic (%)									10%		42%	39%
Lane Group Flow (vph)	0	36	1666	415	0	282	1802	0	333	245	237	83
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↙	↙
Traffic Volume (vph)	29	87
Future Volume (vph)	29	87
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	0.99
Frt		0.850
Flt Protected	0.969	
Satd. Flow (prot)	1691	1599
Flt Permitted	0.969	
Satd. Flow (perm)	1687	1578
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	0%	1%
Adj. Flow (vph)	30	89
Shared Lane Traffic (%)		
Lane Group Flow (vph)	83	89
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	2			1		2	2		
Act Effct Green (s)		9.0	67.1	103.7		18.7	76.8		36.6	36.6	61.3	13.6
Actuated g/C Ratio		0.06	0.42	0.65		0.12	0.48		0.23	0.23	0.38	0.08
v/c Ratio		0.38	0.80	0.36		0.71	0.60		0.47	0.64	0.38	0.55
Control Delay		98.4	36.9	1.8		78.1	33.3		54.2	44.7	25.8	83.8
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		98.4	36.9	1.8		78.1	33.3		54.2	44.7	25.8	83.8
LOS		F	D	A		E	C		D	D	C	F
Approach Delay			31.1				39.4			43.1		
Approach LOS			C				D			D		
Queue Length 50th (ft)		40	610	19		148	403		164	188	135	89
Queue Length 95th (ft)		m59	#787	m43		194	513		204	286	185	152
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	2081	1215		507	3009		894	463	664	177
Starvation Cap Reductn		0	0	55		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	20		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.14	0.80	0.36		0.56	0.60		0.37	0.53	0.36	0.47

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated







Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	13.6	22.6
Actuated g/C Ratio	0.08	0.14
v/c Ratio	0.58	0.40
Control Delay	86.0	38.2
Queue Delay	0.0	0.0
Total Delay	86.0	38.2
LOS	F	D
Approach Delay	68.6	
Approach LOS	E	
Queue Length 50th (ft)	89	53
Queue Length 95th (ft)	152	76
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	169	394
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.49	0.23
Intersection Summary		

Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 38.0
 Intersection Capacity Utilization 88.2%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

Lanes, Volumes, Timings
 54: Salisbury Park Dr/School St & Old Country Rd

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	1098	561	26	910	66	316	79	28	81	123	92
Future Volume (vph)	151	1098	561	26	910	66	316	79	28	81	123	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98		1.00			1.00		1.00	0.99	
Frt			0.850		0.990			0.961			0.936	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1631	3657	1615	1560	3465	0	3204	1659	0	1787	1692	0
Flt Permitted	0.138			0.159			0.950			0.950		
Satd. Flow (perm)	237	3657	1580	261	3465	0	3204	1659	0	1779	1692	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			392		5			12				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)	4		4	4		4			3	3		
Confl. Bikes (#/hr)			3			2			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	2%	0%	8%	3%	2%	2%	3%	0%	1%	1%	1%
Adj. Flow (vph)	161	1168	597	28	968	70	336	84	30	86	131	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	1168	597	28	1038	0	336	114	0	86	229	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20				20
Link Offset(ft)		0			0			0				-12
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	80.0	71.8	71.8	68.6	60.9		20.5	20.5		23.5	23.5	
Actuated g/C Ratio	0.57	0.51	0.51	0.49	0.44		0.15	0.15		0.17	0.17	
v/c Ratio	0.61	0.62	0.60	0.15	0.69		0.72	0.45		0.29	0.81	
Control Delay	26.5	29.0	12.0	19.0	36.9		65.5	53.5		52.0	77.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.5	29.0	12.0	19.0	36.9		65.5	53.5		52.0	77.0	
LOS	C	C	B	B	D		E	D		D	E	
Approach Delay		23.5			36.5			62.4			70.2	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	67	411	124	11	388		153	86		69	202	
Queue Length 95th (ft)	130	589	303	31	#647		195	143		117	288	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	284	1874	1001	261	1509		778	411		370	350	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.57	0.62	0.60	0.11	0.69		0.43	0.28		0.23	0.65	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 132 (94%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 35.8

Intersection LOS: D

Intersection Capacity Utilization 75.1%







ICU Level of Service D












Analysis Period (min) 15







95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

 Ø1 17 s	 Ø2 (R) 48 s	 Ø4 35 s	 Ø8 40 s
 Ø5 17 s	 Ø6 (R) 48 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	251	249	147	974	909	145
Future Volume (vph)	251	249	147	974	909	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.979	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1615	1770	3539	3377	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1615	371	3539	3377	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		6			23	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			3			3
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	2%	2%	5%	1%
Adj. Flow (vph)	273	271	160	1059	988	158
Shared Lane Traffic (%)						
Lane Group Flow (vph)	273	271	160	1059	1146	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	1					
Act Effct Green (s)	12.6	30.8	36.3	38.3	20.1	
Actuated g/C Ratio	0.20	0.49	0.58	0.61	0.32	
v/c Ratio	0.41	0.34	0.30	0.49	1.05	
Control Delay	23.6	10.7	7.3	8.5	64.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.6	10.7	7.3	8.5	64.8	
LOS	C	B	A	A	E	
Approach Delay	17.2			8.4	64.8	
Approach LOS	B			A	E	
Queue Length 50th (ft)	47	57	19	98	~255	
Queue Length 95th (ft)	77	100	55	194	#445	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1339	813	554	2059	1095	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.20	0.33	0.29	0.51	1.05	















Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 63
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 32.3
 Intersection Capacity Utilization 58.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	41	31	28	1225	1043	15
Future Volume (vph)	41	31	28	1225	1043	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.998	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1568	1805	5085	3458	0
Flt Permitted	0.950		0.182			
Satd. Flow (perm)	1770	1568	346	5085	3458	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		33			2	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			4			4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	3%	0%	2%	4%	13%
Adj. Flow (vph)	43	33	29	1289	1098	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	33	29	1289	1114	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	
Permitted Phases		3	1 2			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	1	1				
Act Effct Green (s)	10.4	10.4	32.4	41.2	22.0	
Actuated g/C Ratio	0.19	0.19	0.58	0.74	0.39	
v/c Ratio	0.13	0.10	0.06	0.34	0.82	
Control Delay	18.6	7.6	8.9	6.3	29.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.6	7.6	8.9	6.3	29.2	
LOS	B	A	A	A	C	
Approach Delay	13.8			6.3	29.2	
Approach LOS	B			A	C	
Queue Length 50th (ft)	11	0	3	59	~201	
Queue Length 95th (ft)	33	17	19	183	#527	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	879	796	633	3951	1366	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.04	0.05	0.33	0.82	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 55.7
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 16.7
 Intersection Capacity Utilization 44.3%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

Intersection LOS: B
 ICU Level of Service A































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

Splits and Phases: 56: Merrick Ave & Privado Rd















Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

Existing Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  					  		
Traffic Volume (vph)	33	979	246	136	647	42	199	103	149	21	141	29
Future Volume (vph)	33	979	246	136	647	42	199	103	149	21	141	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.99			1.00	
Frt			0.850			0.850		0.911			0.980	
Flt Protected	0.950			0.950			0.950				0.995	
Satd. Flow (prot)	1624	5085	1492	1668	5036	1478	1624	1539	0	0	1821	0
Flt Permitted	0.950			0.950			0.535				0.933	
Satd. Flow (perm)	1624	5085	1492	1668	5036	1478	915	1539	0	0	1707	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						96		83			10	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)									12	12		
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	2%	1%	1%	3%	2%	0%	0%	0%	5%	1%	3%
Adj. Flow (vph)	41	1224	308	170	809	53	249	129	186	26	176	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	1224	308	170	809	53	249	315	0	0	238	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

Existing Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	40.0	40.0	16.0	45.0	45.0	44.0	44.0		44.0	44.0	
Total Split (%)	11.0%	40.0%	40.0%	16.0%	45.0%	45.0%	44.0%	44.0%		44.0%	44.0%	
Maximum Green (s)	6.0	32.6	32.6	11.0	37.6	37.6	37.2	37.2		37.2	37.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.6	39.9	39.9	11.0	49.3	49.3	29.9	29.9				29.9
Actuated g/C Ratio	0.06	0.40	0.40	0.11	0.49	0.49	0.30	0.30				0.30
v/c Ratio	0.45	0.60	0.52	0.93	0.33	0.07	0.91	0.61				0.46
Control Delay	61.2	26.6	28.7	96.1	18.0	1.1	69.3	25.8				28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	61.2	26.6	28.7	96.1	18.0	1.1	69.3	25.8				28.9
LOS	E	C	C	F	B	A	E	C				C
Approach Delay		27.9			30.0					45.0		28.9
Approach LOS		C			C					D		C
Queue Length 50th (ft)	26	226	149	109	123	0	150	123				115
Queue Length 95th (ft)	54	260	221	#196	151	2	198	159				145
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	97	2030	596	183	2484	777	340	624				641
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.42	0.60	0.52	0.93	0.33	0.07	0.73	0.50				0.37

Intersection Summary

Area Type: Other
Cycle Length: 100

Actuated Cycle Length: 100
 Offset: 59 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 31.5
 Intersection LOS: C
 Intersection Capacity Utilization 80.8%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke















Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

Existing Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	69	15	41	69	124	11	374	35	156	512	30
Future Volume (vph)	18	69	15	41	69	124	11	374	35	156	512	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00				0.99	1.00	1.00		1.00	1.00	
Frt		0.980				0.850		0.987			0.992	
Flt Protected		0.991			0.982		0.950			0.950		
Satd. Flow (prot)	0	1809	0	0	1792	1615	1624	3376	0	1624	3217	0
Flt Permitted		0.921			0.850		0.391			0.472		
Satd. Flow (perm)	0	1681	0	0	1551	1594	667	3376	0	807	3217	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				149		15			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	1					1	3		1	1		3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	22	83	18	49	83	149	13	451	42	188	617	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	132	149	13	493	0	188	653	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		
Detector 2 Channel												

Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

Existing Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	27.5	27.5		27.5	27.5	27.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes			Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	1	1		1	1	1						
Act Effct Green (s)		11.1			11.1	11.1	20.3	20.3		28.1	30.7	
Actuated g/C Ratio		0.21			0.21	0.21	0.38	0.38		0.53	0.58	
v/c Ratio		0.34			0.41	0.33	0.05	0.38		0.36	0.35	
Control Delay		18.6			22.0	5.8	14.5	13.9		7.9	7.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		18.6			22.0	5.8	14.5	13.9		7.9	7.1	
LOS		B			C	A	B	B		A	A	
Approach Delay		18.6			13.4			13.9			7.3	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		28			35	0	2	48		18	40	
Queue Length 95th (ft)		61			71	28	14	113		63	102	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		751			685	788	256	1307		635	1869	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.16			0.19	0.19	0.05	0.38		0.30	0.35	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 52.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 11.0










Intersection LOS: B

Intersection Capacity Utilization 59.3%
Analysis Period (min) 15

ICU Level of Service B

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	12	139	95	45	162	98
Future Volume (vph)	12	139	95	45	162	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.876		0.957			
Flt Protected	0.996					0.970
Satd. Flow (prot)	1643	0	1987	0	0	1886
Flt Permitted	0.996					0.970
Satd. Flow (perm)	1643	0	1987	0	0	1886
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)	1	2		4	4	
Confl. Bikes (#/hr)		2				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	2%	1%	1%
Adj. Flow (vph)	13	154	106	50	180	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	167	0	156	0	0	289
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 42.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 59: Main St & Meadow St

Existing Friday Evening peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	139	95	45	162	98
Future Volume (Veh/h)	12	139	95	45	162	98
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	13	154	106	50	180	109
Pedestrians	4		1			2
Lane Width (ft)	12.0		15.0			13.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.95					
vC, conflicting volume	605	137			160	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	554	137			160	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	83			87	
cM capacity (veh/h)	408	909			1420	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	167	156	289			
Volume Left	13	0	180			
Volume Right	154	50	0			
cSH	830	1700	1420			
Volume to Capacity	0.20	0.09	0.13			
Queue Length 95th (ft)	19	0	11			
Control Delay (s)	10.4	0.0	5.3			
Lane LOS	B		A			
Approach Delay (s)	10.4	0.0	5.3			
Approach LOS	B					
Intersection Summary						
Average Delay			5.4			
Intersection Capacity Utilization			42.4%		ICU Level of Service	A
Analysis Period (min)			15			













Lanes, Volumes, Timings
60: Washington Ave & Meadow St

Existing Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	129	42	14	114	13	20	162	20	37	278	29
Future Volume (vph)	25	129	42	14	114	13	20	162	20	37	278	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00	0.98		1.00	0.98
Frt		0.971			0.987				0.850			0.850
Flt Protected		0.994			0.995			0.994			0.994	
Satd. Flow (prot)	0	1800	0	0	1834	0	0	1747	1615	0	1702	1507
Flt Permitted		0.937			0.947			0.938			0.944	
Satd. Flow (perm)	0	1697	0	0	1745	0	0	1648	1576	0	1616	1471
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		31							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)			2	2			2		2	2		2
Confl. Bikes (#/hr)			2			3			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	1%	0%	8%	3%	0%
Adj. Flow (vph)	28	147	48	16	130	15	23	184	23	42	316	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	223	0	0	161	0	0	207	23	0	358	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

Existing Friday Evening peak hour
05/23/2024

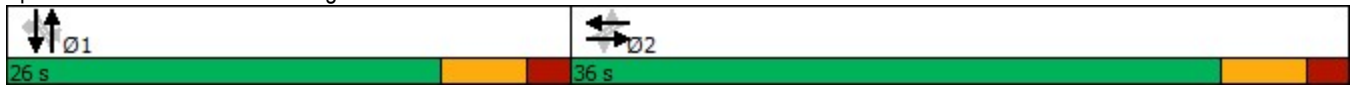
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)		11.9			11.9			20.1	20.1		20.1	20.1
Actuated g/C Ratio		0.27			0.27			0.46	0.46		0.46	0.46
v/c Ratio		0.47			0.34			0.28	0.03		0.49	0.05
Control Delay		14.6			14.8			9.7	1.6		12.2	2.5
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		14.6			14.8			9.7	1.6		12.2	2.5
LOS		B			B			A	A		B	A
Approach Delay		14.6			14.8			8.9			11.4	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		39			32			26	0		51	0
Queue Length 95th (ft)		78			64			82	5		148	9
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1172			1194			752	748		737	700
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.19			0.13			0.28	0.03		0.49	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 44.1
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 12.1
 Intersection Capacity Utilization 63.8%
 Analysis Period (min) 15

















Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 60: Washington Ave & Meadow St



Lanes, Volumes, Timings
61: Clinton St & Meadow St

Existing Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	67	44	3	55	13	34	494	11	14	627	70
Future Volume (vph)	56	67	44	3	55	13	34	494	11	14	627	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.965			0.976			0.997			0.985	
Flt Protected		0.983			0.998			0.997			0.999	
Satd. Flow (prot)	0	1750	0	0	1820	0	0	3460	0	0	3467	0
Flt Permitted		0.859			0.980			0.883			0.941	
Satd. Flow (perm)	0	1528	0	0	1787	0	0	3064	0	0	3265	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			13			4			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	2		2	2		2	2		4	4		2
Confl. Bikes (#/hr)			1			3						4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	0%	8%	0%	4%	0%	7%	2%	3%
Adj. Flow (vph)	58	69	45	3	57	13	35	509	11	14	646	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	0	73	0	0	555	0	0	732	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

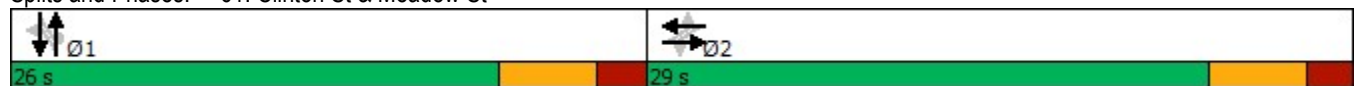
Existing Friday Evening peak hour
05/23/2024










Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)		10.4			10.4			24.6			24.6	
Actuated g/C Ratio		0.24			0.24			0.57			0.57	
v/c Ratio		0.43			0.16			0.32			0.39	
Control Delay		13.8			11.2			8.3			8.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.8			11.2			8.3			8.5	
LOS		B			B			A			A	
Approach Delay		13.8			11.2			8.3			8.5	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		26			11			34			46	
Queue Length 95th (ft)		61			31			100			131	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		844			972			1756			1879	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.20			0.08			0.32			0.39	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 43
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 9.1
 Intersection Capacity Utilization 65.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 61: Clinton St & Meadow St













						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	6	53	11	6	52	19
Future Volume (vph)	6	53	11	6	52	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.878				0.963	
Flt Protected				0.968	0.965	
Satd. Flow (prot)	1639	0	0	1737	1883	0
Flt Permitted				0.968	0.965	
Satd. Flow (perm)	1639	0	0	1737	1883	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)					1	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	2%	0%	17%	0%	0%
Adj. Flow (vph)	8	72	15	8	70	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	0	23	96	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.3% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
62: Lindbergh St & Meadow St

Existing Friday Evening peak hour
05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	6	53	11	6	52	19
Future Volume (Veh/h)	6	53	11	6	52	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	8	72	15	8	70	26
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			80		83	44
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			80		83	44
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		92	97
cM capacity (veh/h)			1531		914	1032
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	80	23	96			
Volume Left	0	15	70			
Volume Right	72	0	26			
cSH	1700	1531	943			
Volume to Capacity	0.05	0.01	0.10			
Queue Length 95th (ft)	0	1	8			
Control Delay (s)	0.0	4.8	9.2			
Lane LOS		A	A			
Approach Delay (s)	0.0	4.8	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization			18.3%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	314	389	74	61	2
Future Volume (vph)	2	314	389	74	61	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.978		0.996	
Flt Protected					0.954	
Satd. Flow (prot)	0	1810	1827	0	1771	0
Flt Permitted					0.954	
Satd. Flow (perm)	0	1810	1827	0	1771	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	7			7		1
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	2%	0%	2%	0%
Adj. Flow (vph)	2	357	442	84	69	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	359	526	0	71	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 35.6% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
63: Westbury Blvd & Lindbergh St

Existing Friday Evening peak hour
05/23/2024













						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	314	389	74	61	2
Future Volume (Veh/h)	2	314	389	74	61	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	357	442	84	69	2
Pedestrians		1			7	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	533				852	492
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	533				852	492
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				79	100
cM capacity (veh/h)	1038				327	576
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	359	526	71			
Volume Left	2	0	69			
Volume Right	0	84	2			
cSH	1038	1700	331			
Volume to Capacity	0.00	0.31	0.21			
Queue Length 95th (ft)	0	0	20			
Control Delay (s)	0.1	0.0	18.8			
Lane LOS	A		C			
Approach Delay (s)	0.1	0.0	18.8			
Approach LOS			C			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			35.6%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	191	116	48	63	199	34	13	78	266	27	1	15
Future Volume (vph)	191	116	48	63	199	34	13	78	266	27	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	12	10
Storage Length (ft)	55		0	0		0		85		95		135
Storage Lanes	1		0	0		1		1		1		1
Taper Length (ft)	25			0				110				85
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99			1.00	0.98		1.00				
Frt		0.956				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1646	1640	0	0	1775	1311	0	1685	2957	1107	0	1501
Flt Permitted	0.557				0.880			0.609				0.466
Satd. Flow (perm)	962	1640	0	0	1578	1288	0	1078	2957	1107	0	736
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		30				95				95		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	5		9	9		5		2				
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	3%	2%	3%	2%	15%	0%	0%	18%	41%	0%	13%
Adj. Flow (vph)	210	127	53	69	219	37	14	86	292	30	1	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	210	180	0	0	288	37	0	100	292	30	0	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		11			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	1	1	1	1
Detector Template				Left			Left				Left	
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	20
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	208	170
Future Volume (vph)	208	170
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3323	1346
Flt Permitted		
Satd. Flow (perm)	3323	1316
Right Turn on Red		Yes
Satd. Flow (RTOR)		187
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	5%	4%
Adj. Flow (vph)	229	187
Shared Lane Traffic (%)		
Lane Group Flow (vph)	229	187
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		
Leading Detector (ft)	160	160
Trailing Detector (ft)	94	154
Detector 1 Position(ft)	154	154
Detector 1 Size(ft)	6	6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4			4				2		1	1
Permitted Phases	4			4		4	2	2		2	6	6
Detector Phase	4	4		4	4	4	2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	2.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	6.0
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	14.0
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	18.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5		5.5	5.5	5.5		4.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	None
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	1	1		1	1	1						
Act Effct Green (s)	18.4	18.4			18.4	18.4		17.4	17.4	17.4		20.4
Actuated g/C Ratio	0.38	0.38			0.38	0.38		0.36	0.36	0.36		0.42
v/c Ratio	0.58	0.28			0.48	0.07		0.26	0.28	0.07		0.04
Control Delay	19.8	10.3			14.9	0.3		16.3	14.0	0.3		9.9
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	19.8	10.3			14.9	0.3		16.3	14.0	0.3		9.9
LOS	B	B			B	A		B	B	A		A
Approach Delay		15.4			13.2				13.6			
Approach LOS		B			B				B			
Queue Length 50th (ft)	41	25			54	0		17	26	0		3
Queue Length 95th (ft)	122	75			139	2		69	77	0		13
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55							85		95		135
Base Capacity (vph)	506	877			831	723		567	1557	627		470
Starvation Cap Reductn	0	0			0	0		0	0	0		0
Spillback Cap Reductn	0	0			0	0		0	0	0		0
Storage Cap Reductn	0	0			0	0		0	0	0		0
Reduced v/c Ratio	0.42	0.21			0.35	0.05		0.18	0.19	0.05		0.04

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 48.5
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	17.0	17.0
Minimum Split (s)	22.5	22.5
Total Split (s)	30.5	30.5
Total Split (%)	40.7%	40.7%
Maximum Green (s)	25.0	25.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	Min	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	18.9	18.9
Actuated g/C Ratio	0.39	0.39
v/c Ratio	0.18	0.30
Control Delay	10.9	3.7
Queue Delay	0.0	0.0
Total Delay	10.9	3.7
LOS	B	A
Approach Delay	7.8	
Approach LOS	A	
Queue Length 50th (ft)	20	0
Queue Length 95th (ft)	46	31
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	2730	1114
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.08	0.17
Intersection Summary		

Intersection Signal Delay: 12.4
 Intersection Capacity Utilization 74.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	29	8	14	1671	23	1	36	1315	56	24	20	1
Future Volume (vph)	29	8	14	1671	23	1	36	1315	56	24	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.99	0.98	
Frt				0.998				0.994		0.850		
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	5123	0	0	1805	4823	0	1389	1715	0
Flt Permitted			0.950				0.950				0.710	
Satd. Flow (perm)	0	0	1802	5123	0	0	1801	4823	0	1370	1256	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				2								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		3	3		13		13		3	3	14	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	31	9	15	1797	25	1	39	1414	60	26	22	1
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	55	1822	0	0	40	1477	0	23	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	0	1	1	2		0	1	2		1	1	1
Detector Template		Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
Trailing Detector (ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Size(ft)	0	20	20	6		0	20	6		20	20	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94				94				
Detector 2 Size(ft)				6				6				
Detector 2 Type				Cl+Ex				Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)				0.0				0.0				

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	8	50	33	8	22
Future Volume (vph)	8	50	33	8	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00			0.99	
Frt	0.877			0.947	
Flt Protected	0.998			0.975	
Satd. Flow (prot)	1580	0	0	3293	0
Flt Permitted	0.984			0.789	
Satd. Flow (perm)	1553	0	0	2665	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	54				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)					14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	54	35	9	24
Shared Lane Traffic (%)					
Lane Group Flow (vph)	66	0	0	68	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	Cl+Ex			Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	

Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

Existing Friday Evening peak hour
05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm
Protected Phases	5	5	5	2		1	1	6				
Permitted Phases										6	4	4
Detector Phase	5	5	5	2		1	1	6		6	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0
Total Split (s)	26.0	26.0	26.0	107.0		26.0	26.0	107.0		107.0	37.0	37.0
Total Split (%)	15.3%	15.3%	15.3%	62.9%		15.3%	15.3%	62.9%		62.9%	21.8%	21.8%
Maximum Green (s)	21.0	21.0	21.0	100.0		21.0	21.0	100.0		100.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			10.6	131.5		8.2	129.5		129.5	13.2		
Actuated g/C Ratio			0.06	0.77		0.05	0.76		0.76	0.08		
v/c Ratio			0.49	0.46		0.46	0.40		0.02	0.21		
Control Delay			99.6	1.4		94.4	8.8		8.1	74.1		
Queue Delay			0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay			99.6	1.4		94.4	8.8		8.1	74.1		
LOS			F	A		F	A		A	E		
Approach Delay				4.3			11.1					
Approach LOS				A			B					
Queue Length 50th (ft)			65	55		44	191		5	23		
Queue Length 95th (ft)			m99	29		87	368		25	49		
Internal Link Dist (ft)				1126			408					
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			222	3963		222	3674		1043	221		
Starvation Cap Reductn			0	0		0	0		0	0		
Spillback Cap Reductn			0	0		0	0		0	0		
Storage Cap Reductn			0	0		0	0		0	0		
Reduced v/c Ratio			0.25	0.46		0.18	0.40		0.02	0.09		

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 4 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 9.4
 Intersection LOS: A

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		39.0	39.0	
Total Split (s)	37.0		37.0	37.0	
Total Split (%)	21.8%		21.8%	21.8%	
Maximum Green (s)	30.0		30.0	30.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			25.0	25.0	
Pedestrian Calls (#/hr)			4	4	
Act Effct Green (s)	13.2			13.2	
Actuated g/C Ratio	0.08			0.08	
v/c Ratio	0.39			0.33	
Control Delay	27.6			75.7	
Queue Delay	0.0			0.0	
Total Delay	27.6			75.7	
LOS	C			E	
Approach Delay	38.4			75.7	
Approach LOS	D			E	
Queue Length 50th (ft)	13			39	
Queue Length 95th (ft)	61			60	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	318			470	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.21			0.14	
Intersection Summary					







Intersection Capacity Utilization 68.1%







ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

 Ø1 26 s	 Ø2 (R) 107 s	 Ø4 37 s
 Ø5 26 s	 Ø6 (R) 107 s	 Ø8 37 s







						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	616	0	0	1166	0	400
Future Volume (vph)	616	0	0	1166	0	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Fr _t						0.850
Flt Protected						
Satd. Flow (prot)	3406	0	0	5136	0	2682
Flt Permitted						
Satd. Flow (perm)	3406	0	0	5136	0	2682
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	2%	2%	1%	2%	6%
Adj. Flow (vph)	684	0	0	1296	0	444
Shared Lane Traffic (%)						
Lane Group Flow (vph)	684	0	0	1296	0	444
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	












Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 37.7% ICU Level of Service A
Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 82: Peninsula Blvd & Fulton Ave

Existing Friday Evening peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	616	0	0	1166	0	400	
Future Volume (Veh/h)	616	0	0	1166	0	400	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	684	0	0	1296	0	444	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	171						
pX, platoon unblocked			0.86		0.86	0.86	
vC, conflicting volume			684		1116	342	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			292		798	0	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.4	
p0 queue free %			100		100	52	
cM capacity (veh/h)			1083		277	916	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	342	342	432	432	432	222	222
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	222	222
cSH	1700	1700	1700	1700	1700	916	916
Volume to Capacity	0.20	0.20	0.25	0.25	0.25	0.24	0.24
Queue Length 95th (ft)	0	0	0	0	0	24	24
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.2	10.2
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			10.2	
Approach LOS						B	
Intersection Summary							
Average Delay			1.9				
Intersection Capacity Utilization			37.7%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations			 			 						
Traffic Volume (vph)	0	0	257	400	0	723						
Future Volume (vph)	0	0	257	400	0	723						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.936	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3156	1386	0	3574						
Flt Permitted												
Satd. Flow (perm)	0	0	3156	1386	0	3574						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			231	263								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	0%	6%	0%	1%						
Adj. Flow (vph)	0	0	325	506	0	915						
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	0	0	568	263	0	915						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												














Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	19.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	25.0	14.0	8.0	26.0	32.0
Total Split (s)							31.0	50.0	39.0	31.0	50.0	39.0
Total Split (%)							26%	42%	33%	26%	42%	33%
Maximum Green (s)							26.0	44.0	33.0	26.0	44.0	33.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								2				11
Act Effct Green (s)			63.2	63.2								120.0
Actuated g/C Ratio			0.53	0.53								1.00
v/c Ratio			0.32	0.31								0.26
Control Delay			8.7	2.1								0.1
Queue Delay			0.0	0.0								0.0
Total Delay			8.7	2.1								0.1
LOS			A	A								A
Approach Delay			6.6									0.1
Approach LOS			A									A
Queue Length 50th (ft)			71	0								0
Queue Length 95th (ft)			64	18								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1768	853								3557
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			62	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.33	0.31								0.26

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 24.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd














						
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations				 	 	
Traffic Volume (vph)	0	66	0	657	723	0
Future Volume (vph)	0	66	0	657	723	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	0		0			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	0	3471	3574	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3471	3574	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	331			465	201	
Travel Time (s)	5.6			7.9	4.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	2%	0%	4%	1%	0%
Adj. Flow (vph)	0	84	0	832	915	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	84	0	832	915	0
Enter Blocked Intersection	No	Yes	No	Yes	Yes	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 30.7% ICU Level of Service A
 Analysis Period (min) 15







Intersection Sign configuration not allowed in HCM analysis.

								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations								
Traffic Volume (vph)	0	0	0	544	0	0	0	573
Future Volume (vph)	0	0	0	544	0	0	0	573
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.64
Frt								0.850
Flt Protected								
Satd. Flow (prot)	0	0	0	6346	0	1900	0	4093
Flt Permitted								
Satd. Flow (perm)	0	0	0	6346	0	1900	0	4093
Link Speed (mph)	30			50	30		50	
Link Distance (ft)	446			646	343		189	
Travel Time (s)	10.1			8.8	7.8		2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	3%	2%	0%	2%	1%
Adj. Flow (vph)	0	0	0	591	0	0	0	623
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	591	0	0	0	623
Enter Blocked Intersection	No	No	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	R NA	Left	Left
Median Width(ft)	30			40	4		40	
Link Offset(ft)	0			0	0		0	
Crosswalk Width(ft)	16			16	16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9	50	50
Sign Control	Stop			Free	Stop		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 20.0% ICU Level of Service A
 Analysis Period (min) 15










Intersection has too many legs for HCM analysis.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	584	0	0	0	532
Future Volume (vph)	0	584	0	0	0	532
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	6471	0	0	0	4014
Flt Permitted						
Satd. Flow (perm)	0	6471	0	0	0	4014
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.92	0.84	0.92	0.92	0.92	0.84
Heavy Vehicles (%)	0%	1%	0%	0%	0%	3%
Adj. Flow (vph)	0	695	0	0	0	633
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	695	0	0	0	633
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 24.4% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 400: James Doolittle Blvd & Parking F

Existing Friday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	609			233	378	
Travel Time (s)	13.8			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd

Existing Friday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 402: James Doolittle Blvd & Exist Hotel Access

Existing Friday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	282	
Travel Time (s)	3.3			9.4	6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 403: James Doolittle Blvd & Marriott Drwy

Existing Friday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	293			282	453	
Travel Time (s)	6.7			6.4	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
406: Sands Ave

Existing Friday Evening peak hour
05/23/2024

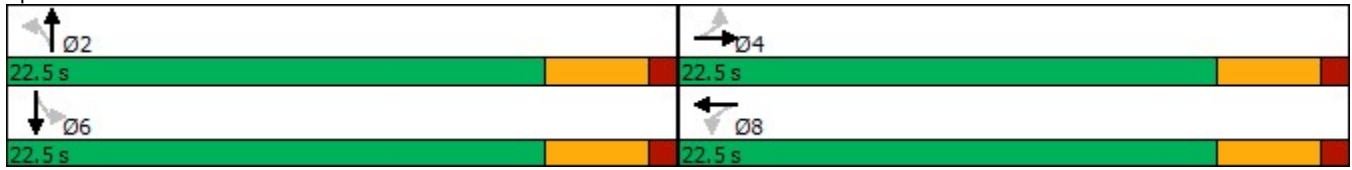
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			609			296			509	
Travel Time (s)		5.4			13.8			6.7			11.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			16			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		159			529			216			429	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	1863	1770	1770
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	1863	1770	1770
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	346			454	230	
Travel Time (s)	7.9			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						0%
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			16	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split			pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	












Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	24.5	24.5	24.5	22.5	
Total Split (%)	32.9%	35.0%	35.0%	35.0%	32.1%	
Maximum Green (s)	18.5	20.0	20.0	20.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	266			374	150	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 20
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 408: East Dr/Sands Ave & North Dr












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15



















HCM Unsignalized Intersection Capacity Analysis
 409: Sands Ave & Parking E

Existing Friday Evening peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	0	0	0	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
410: MSK Entrance & Garage C & West Dr

Existing Friday Evening peak hour
05/23/2024



















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	21	0	0	0	9	0	0	0	0	0
Future Volume (vph)	0	0	21	0	0	0	9	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865										
Flt Protected							0.950					
Satd. Flow (prot)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			274	
Travel Time (s)		2.8			3.6			7.9			6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	23	0	0	0	10	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	0	0	10	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.3%
 Analysis Period (min) 15
 ICU Level of Service A

















HCM Unsignalized Intersection Capacity Analysis
 410: MSK Entrance & Garage C & West Dr

Existing Friday Evening peak hour
 05/23/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	21	0	0	0	9	0	0	0	0	0
Future Volume (Veh/h)	0	0	21	0	0	0	9	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	23	0	0	0	10	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								348				
pX, platoon unblocked												
vC, conflicting volume	20	20	0	43	20	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20	20	0	43	20	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	100	99			100		
cM capacity (veh/h)	989	868	1085	935	868	1085	1623			1623		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	23	0	10	0	0	0						
Volume Left	0	0	10	0	0	0						
Volume Right	23	0	0	0	0	0						
cSH	1085	1700	1623	1700	1700	1700						
Volume to Capacity	0.02	0.00	0.01	0.00	0.00	0.00						
Queue Length 95th (ft)	2	0	0	0	0	0						
Control Delay (s)	8.4	0.0	7.2	0.0	0.0	0.0						
Lane LOS	A	A	A									
Approach Delay (s)	8.4	0.0	7.2		0.0							
Approach LOS	A	A										
Intersection Summary												
Average Delay			8.0									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
412: West Dr & South Dr

Existing Friday Evening peak hour
05/23/2024

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		155			215			121			225	
Travel Time (s)		3.5			4.9			2.8			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 412: West Dr & South Dr










Existing Friday Evening peak hour
 05/23/2024










												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total (vph)	0	0	0	0	0	0	0					
Volume Left (vph)	0	0	0	0	0	0	0					
Volume Right (vph)	0	0	0	0	0	0	0					
Hadj (s)	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Departure Headway (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Degree Utilization, x	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Capacity (veh/h)	806	806	806	806	806	806	806					
Control Delay (s)	6.3	6.3	6.3	6.3	6.3	6.3	7.5					
Approach Delay (s)	0.0		0.0		0.0		0.0					
Approach LOS	A		A		A		A					
Intersection Summary												
Delay			0.0									
Level of Service			A									
Intersection Capacity Utilization			0.0%		ICU Level of Service			A				
Analysis Period (min)			15									

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3	0	0	63	0	0
Future Volume (vph)	3	0	0	63	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	3	0	0	68	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	68	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3	0	0	63	0	0
Future Volume (Veh/h)	3	0	0	63	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	0	68	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	221					
pX, platoon unblocked						
vC, conflicting volume			3		37	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3		37	2
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1618		971	1082
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	2	1	34	34	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.02	0.02	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3	0	0	63	0	0
Future Volume (vph)	3	0	0	63	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	1863	0
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	3	0	0	68	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	68	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 414: MSK Dock & South Dr

Existing Friday Evening peak hour
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3	0	0	63	0	0
Future Volume (Veh/h)	3	0	0	63	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	0	68	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	408					
pX, platoon unblocked						
vC, conflicting volume			3		37	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3		37	2
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1618		971	1082
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	2	1	34	34	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.02	0.02	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	3	0	0	63	0
Future Volume (vph)	0	3	0	0	63	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.850					
Flt Protected					0.950	
Satd. Flow (prot)	2895	0	0	3539	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	2895	0	0	3539	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	87			155	141	
Travel Time (s)	2.0			3.5	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	3%	2%
Adj. Flow (vph)	0	3	0	0	68	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	0	68	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.5% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 415: MSK Garage & South Dr

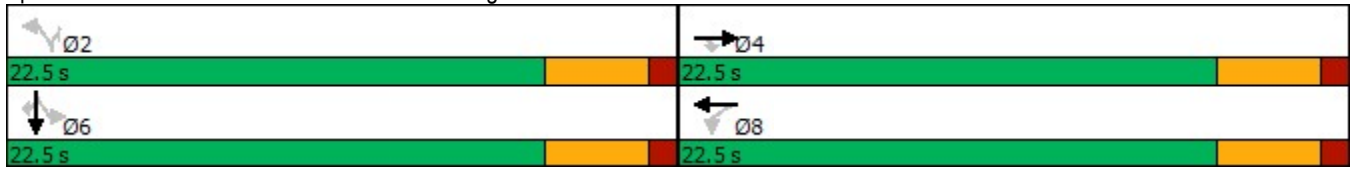
Existing Friday Evening peak hour
 05/23/2024










						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	3	0	0	63	0
Future Volume (Veh/h)	0	3	0	0	63	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	0	0	68	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	495					
pX, platoon unblocked						
vC, conflicting volume			3		2	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3		2	2
tC, single (s)			4.1		6.9	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		93	100
cM capacity (veh/h)			1618		1018	1082
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	3	0	0	68	
Volume Left	0	0	0	0	68	
Volume Right	0	3	0	0	0	
cSH	1700	1700	1700	1700	1018	
Volume to Capacity	0.00	0.00	0.00	0.00	0.07	
Queue Length 95th (ft)	0	0	0	0	5	
Control Delay (s)	0.0	0.0	0.0	0.0	8.8	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		8.8	
Approach LOS					A	
Intersection Summary						
Average Delay			8.4			
Intersection Capacity Utilization			13.5%		ICU Level of Service	A
Analysis Period (min)			15			







Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Flt Permitted												
Satd. Flow (perm)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			507			343			268	
Travel Time (s)		10.2			11.5			7.8			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										0%		0%
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		4			4			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type			Perm				Perm		Perm	Perm		Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		370			427			263			188	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												
Intersection Summary												
Area Type:	Other											
Cycle Length:	45											
Actuated Cycle Length:	25											
Natural Cycle:	45											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.00											
Intersection Signal Delay:	0.0					Intersection LOS: A						
Intersection Capacity Utilization:	0.0%					ICU Level of Service A						
Analysis Period (min):	15											

Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	3539	3390	1695	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	3390	1695	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		507	346		103	
Travel Time (s)		11.5	7.9		2.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)				0%		
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type				Perm		
Protected Phases	1	1 2	2			
Permitted Phases	2			2		

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	12.0		28.0	28.0		
Total Split (%)	30.0%		70.0%	70.0%		
Maximum Green (s)	7.5		23.5	23.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		Min	Min		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)		427	266		23	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 25
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A













Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance



Lanes, Volumes, Timings
 420: Washington St & W Columbus St/Driveway

Existing Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	0	148	0	0	0	129	256	5	0	312	51
Future Volume (vph)	35	0	148	0	0	0	129	256	5	0	312	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.97					1.00	1.00			1.00	1.00
Frt			0.850					0.997			0.981	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1636	1222	0	1773	0	1546	1875	0	0	1956	0
Flt Permitted							0.490					
Satd. Flow (perm)	0	1672	1222	0	1773	0	793	1875	0	0	1956	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			163					2			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	16					16	9					9
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	0%	11%	0%	0%	0%	9%	1%	0%	0%	1%	2%
Parking (#/hr)			0									
Adj. Flow (vph)	38	0	163	0	0	0	142	281	5	0	343	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	163	0	0	0	142	286	0	0	399	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	Perm	NA	pm+ov				pm+pt	NA	NA			
Protected Phases	4		5	8			5	2	6			
Permitted Phases	4	4		8	8			2	6			
Detector Phase	4	4	5	8	8	5			2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0	3.0			20.0	20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0	9.0			26.0	26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0	13.0			39.0	26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%	19.1%			57.4%	38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0	7.0			33.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0			2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0			0.0			0.0		
Total Lost Time (s)	6.0			6.0			6.0			6.0		
Lead/Lag				Lag			Lag			Lead	Lead	
Lead-Lag Optimize?				Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0			0.2	0.2	0.2	
Recall Mode	None	None	None	None	None	None			Min	Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	10.3		11.7				34.5	38.6	21.9			
Actuated g/C Ratio	0.22		0.25				0.75	0.84	0.48			
v/c Ratio	0.10		0.38				0.20	0.18	0.43			
Control Delay	18.1		4.9				5.0	3.5	11.9			
Queue Delay	0.0		0.0				0.0	0.0	0.0			
Total Delay	18.1		4.9				5.0	3.5	11.9			
LOS	B		A				A	A	B			
Approach Delay	7.4					4.0			11.9			
Approach LOS	A					A			B			
Queue Length 50th (ft)	6		0				0	0	40			
Queue Length 95th (ft)	31		28				37	68	170			
Internal Link Dist (ft)	363					88	242			114		
Turn Bay Length (ft)							100					
Base Capacity (vph)	859		451				725	1477	938			
Starvation Cap Reductn	0		0				0	0	0			
Spillback Cap Reductn	0		0				0	0	0			
Storage Cap Reductn	0		0				0	0	0			
Reduced v/c Ratio	0.04		0.36				0.20	0.19	0.43			

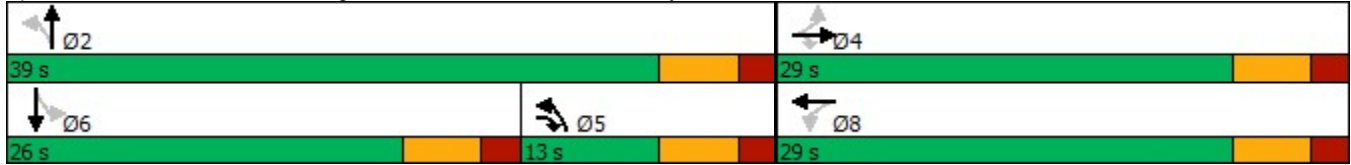
Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 46
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 7.8
 Intersection Capacity Utilization 59.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 420: Washington St & W Columbus St/Driveway











N-1 2023 Existing Conditions

N-1.4 Saturday Midday peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	1310	1330	30	0	51
Future Volume (vph)	0	1310	1330	30	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5121	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5121	0	0	1611
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Peds. (#/hr)	4			4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	1%	0%	0%	2%
Adj. Flow (vph)	0	1424	1446	33	0	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1424	1479	0	0	55
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	























Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 36.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

Existing Saturday Midday
 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	1310	1330	30	0	51	
Future Volume (Veh/h)	0	1310	1330	30	0	51	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	1424	1446	33	0	55	
Pedestrians					4		
Lane Width (ft)					12.0		
Walking Speed (ft/s)					3.5		
Percent Blockage					0		
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.85		
vC, conflicting volume	1450				1941	502	
vC1, stage 1 conf vol					1466		
vC2, stage 2 conf vol					475		
vCu, unblocked vol	1450				1506	502	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	89	
cM capacity (veh/h)	471				158	512	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	475	475	475	578	578	322	55
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	33	55
cSH	1700	1700	1700	1700	1700	1700	512
Volume to Capacity	0.28	0.28	0.28	0.34	0.34	0.19	0.11
Queue Length 95th (ft)	0	0	0	0	0	0	9
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	12.9
Lane LOS							B
Approach Delay (s)	0.0			0.0			12.9
Approach LOS							B
Intersection Summary							
Average Delay			0.2				
Intersection Capacity Utilization			36.4%		ICU Level of Service		A
Analysis Period (min)			15				

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	20	1	1259	95	27	75	1243	36	52	0	22	2
Future Volume (vph)	20	1	1259	95	27	75	1243	36	52	0	22	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Ped Bike Factor		1.00		0.99		1.00	1.00	0.99				
Frt				0.850				0.850		0.971	0.850	
Flt Protected		0.950				0.950			0.950	0.961		0.950
Satd. Flow (prot)	0	3385	5085	1669	0	3336	4853	1435	1601	2909	1470	1533
Flt Permitted		0.950				0.950			0.950	0.961		0.950
Satd. Flow (perm)	0	3383	5085	1648	0	3335	4853	1417	1601	2909	1470	1533
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				203				203				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		3		2		2		3				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	1%	0%	6%	0%	0%	0%
Adj. Flow (vph)	22	1	1384	104	30	82	1366	40	57	0	24	2
Shared Lane Traffic (%)								10%	50%		31%	10%
Lane Group Flow (vph)	0	23	1384	104	0	112	1370	36	28	36	17	2
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	4T	T
Traffic Volume (vph)	3	3
Future Volume (vph)	3	3
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor		
Frt	0.962	0.850
Flt Protected		
Satd. Flow (prot)	2934	1421
Flt Permitted		
Satd. Flow (perm)	2934	1421
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	3	3
Shared Lane Traffic (%)		38%
Lane Group Flow (vph)	4	2
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	14.5	14.5	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	41.0		29.0	29.0	41.0		25.0	25.0	25.0	45.0
Total Split (%)	20.7%	20.7%	29.3%		20.7%	20.7%	29.3%		17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	23.0	23.0	34.0		23.0	23.0	34.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		5.6	91.2	140.0		10.5	101.9	140.0	8.3	8.3	8.3	13.0
Actuated g/C Ratio		0.04	0.65	1.00		0.08	0.73	1.00	0.06	0.06	0.06	0.09
v/c Ratio		0.17	0.42	0.06		0.45	0.39	0.03	0.29	0.21	0.20	0.01
Control Delay		74.9	5.2	0.1		67.9	13.5	0.0	70.4	64.8	67.1	49.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		74.9	5.2	0.1		67.9	13.5	0.0	70.4	64.8	67.1	49.0
LOS		E	A	A		E	B	A	E	E	E	D
Approach Delay			5.9				17.2			67.2		
Approach LOS			A				B			E		
Queue Length 50th (ft)		11	31	0		51	144	0	27	18	16	2
Queue Length 95th (ft)		m20	209	0		82	457	0	63	39	45	9
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		556	3312	1648		548	3531	1417	194	353	178	405
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.04	0.42	0.06		0.20	0.39	0.03	0.14	0.10	0.10	0.00

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.45

	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	32.1%	32.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	13.0	13.0
Actuated g/C Ratio	0.09	0.09
v/c Ratio	0.01	0.02
Control Delay	49.2	49.0
Queue Delay	0.0	0.0
Total Delay	49.2	49.0
LOS	D	D
Approach Delay	49.1	
Approach LOS	D	
Queue Length 50th (ft)	2	2
Queue Length 95th (ft)	7	9
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	775	375
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.01	0.01

Intersection Summary

2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

05/23/2024

Intersection Signal Delay: 13.1

Intersection LOS: B


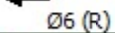
Intersection Capacity Utilization 74.5%

ICU Level of Service D

Analysis Period (min) 15













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









Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1 29 s	 Ø2 (R) 41 s	 Ø4 45 s	 Ø3 25 s
 Ø5 29 s	 Ø6 (R) 41 s		

Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

Existing Saturday Midday
05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	5	1304	53	8	74	1236	44	63	
Future Volume (vph)	5	1304	53	8	74	1236	44	63	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			0.99		1.00		
Frt		0.994					0.921		
Flt Protected					0.950		0.980		
Satd. Flow (prot)	0	5050	0	0	1805	6408	1871	0	
Flt Permitted		0.934			0.950		0.980		
Satd. Flow (perm)	0	4717	0	0	1794	6408	1869	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		8					42		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	0%	2%	2%	0%	0%	2%	2%	0%	
Adj. Flow (vph)	5	1387	56	9	79	1315	47	67	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1448	0	0	88	1315	114	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø1
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	95.0	95.0		20.0	20.0	70.0	25.0		45.0
Total Split (%)	67.9%	67.9%		14.3%	14.3%	50.0%	17.9%		32%
Maximum Green (s)	88.0	88.0		13.3	13.3	63.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		96.5			10.7	96.2	11.4		
Actuated g/C Ratio		0.69			0.08	0.69	0.08		
v/c Ratio		0.44			0.64	0.30	0.60		
Control Delay		1.5			92.3	4.7	51.3		
Queue Delay		0.0			0.0	0.0	0.0		
Total Delay		1.5			92.3	4.7	51.3		
LOS		A			F	A	D		
Approach Delay		1.5				10.2	51.3		
Approach LOS		A				B	D		
Queue Length 50th (ft)		12			0	44	64		
Queue Length 95th (ft)		0			145	26	125		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3254			171	4403	268		
Starvation Cap Reductn		236			0	0	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.48			0.51	0.30	0.43		

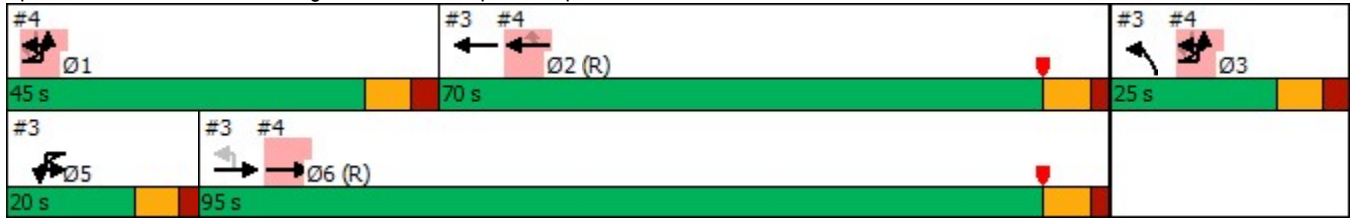
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64

Intersection Signal Delay: 7.5
 Intersection Capacity Utilization 68.8%
 Analysis Period (min) 15













Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

Existing Saturday Midday
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	17	7	1362	1276	9	0	6			
Future Volume (vph)	17	7	1362	1276	9	0	6			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3497	5085	5136	1641	0	2897			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		2			
Confl. Bikes (#/hr)							1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	0%			
Adj. Flow (vph)	18	8	1480	1387	10	0	7			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	26	1480	1387	10	0	7			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

Existing Saturday Midday
05/23/2024

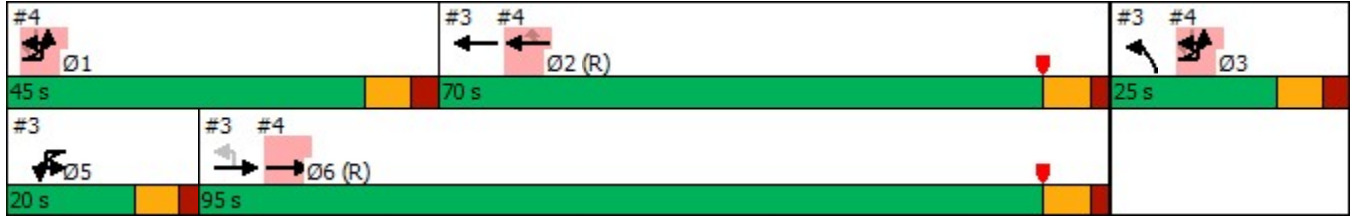
								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			95.0	70.0	70.0			45.0	25.0	20.0
Total Split (%)			67.9%	50.0%	50.0%			32%	18%	14%
Maximum Green (s)			88.0	63.0	63.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		29.1	96.5	96.2	96.2		29.1			
Actuated g/C Ratio		0.21	0.69	0.69	0.69		0.21			
v/c Ratio		0.04	0.42	0.39	0.01		0.01			
Control Delay		40.3	7.0	2.3	1.9		41.5			
Queue Delay		0.0	0.0	0.1	0.0		0.0			
Total Delay		40.3	7.0	2.4	1.9		41.5			
LOS		D	A	A	A		D			
Approach Delay			7.6	2.4		41.5				
Approach LOS			A	A		D				
Queue Length 50th (ft)		10	132	23	0		2			
Queue Length 95th (ft)		m19	152	28	m2		10			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1387	3505	3529	1127		1147			
Starvation Cap Reductn		0	0	753	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.42	0.50	0.01		0.01			

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 5.2
 Intersection Capacity Utilization 46.9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

Existing Saturday Midday
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	113	897	88	44	269	780	206	87	217	143	219
Future Volume (vph)	5	113	897	88	44	269	780	206	87	217	143	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.99		1.00		0.99	1.00	1.00		
Frt				0.850				0.850		0.942		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3123	5036	1492	0	3502	5085	1561	1557	3184	0	1572
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3119	5036	1471	0	3498	5085	1540	1555	3184	0	1572
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								217				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		2		2		4	2			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	4%	3%	1%	0%	0%	2%	0%	2%	3%	1%	1%
Adj. Flow (vph)	5	119	944	93	46	283	821	217	92	228	151	231
Shared Lane Traffic (%)									10%			28%
Lane Group Flow (vph)	0	124	944	93	0	329	821	217	83	388	0	166
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	256	117
Future Volume (vph)	256	117
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.99
Frt	0.995	0.850
Flt Protected	0.991	
Satd. Flow (prot)	3036	1407
Flt Permitted	0.991	
Satd. Flow (perm)	3036	1387
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	3%	1%
Adj. Flow (vph)	269	123
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	346	111
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

Existing Saturday Midday
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	27.0	27.0	46.0	46.0	27.0	27.0	46.0		28.0	28.0		39.0
Total Split (%)	19.3%	19.3%	32.9%	32.9%	19.3%	19.3%	32.9%		20.0%	20.0%		27.9%
Maximum Green (s)	20.0	20.0	39.0	39.0	20.0	20.0	39.0		20.0	20.0		31.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			1	1			0					1
Act Effct Green (s)		9.9	49.9	49.9		17.0	56.9	140.0	19.7	19.7		23.5
Actuated g/C Ratio		0.07	0.36	0.36		0.12	0.41	1.00	0.14	0.14		0.17
v/c Ratio		0.56	0.53	0.18		0.77	0.40	0.14	0.38	0.87		0.63
Control Delay		67.7	46.5	44.7		94.1	31.1	0.2	60.1	78.9		64.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		67.7	46.5	44.7		94.1	31.1	0.2	60.1	78.9		64.4
LOS		E	D	D		F	C	A	E	E		E
Approach Delay			48.6				41.4			75.6		
Approach LOS			D				D			E		
Queue Length 50th (ft)		56	241	64		164	83	0	75	192		157
Queue Length 95th (ft)		95	281	108		203	313	0	137	#279		229
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		446	1793	523		500	2068	1540	222	454		348
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.28	0.53	0.18		0.66	0.40	0.14	0.37	0.85		0.48






Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	39.0	39.0
Total Split (%)	27.9%	27.9%
Maximum Green (s)	31.0	31.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	23.5	23.5
Actuated g/C Ratio	0.17	0.17
v/c Ratio	0.68	0.48
Control Delay	61.3	58.6
Queue Delay	0.0	0.0
Total Delay	61.3	58.6
LOS	E	E
Approach Delay	61.6	
Approach LOS	E	
Queue Length 50th (ft)	175	102
Queue Length 95th (ft)	220	161
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	672	307
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.51	0.36
Intersection Summary		

Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 51.6
 Intersection Capacity Utilization 85.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke




















 Ø1 27 s	 Ø2 (R) 46 s	 Ø3 28 s	 Ø4 39 s
 Ø5 27 s	 Ø6 (R) 46 s		

Lanes, Volumes, Timings













Existing Saturday Midday

6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	99	0	111	2	2	3	1	151	382	2	3	1
Future Volume (vph)	99	0	111	2	2	3	1	151	382	2	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		115		285		110
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				70				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00			0.99			1.00		0.99		1.00
Frt		0.929			0.910					0.850		
Flt Protected		0.977		0.950				0.950				0.950
Satd. Flow (prot)	0	1725	0	1805	1713	0	0	1787	5036	1615	0	1805
Flt Permitted		0.847		0.580				0.323				0.500
Satd. Flow (perm)	0	1493	0	1102	1713	0	0	605	5036	1594	0	949
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			3					82		
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)	4					4		6		1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	108	0	121	2	2	3	1	164	415	2	3	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	229	0	2	5	0	0	165	415	2	0	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				32			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		20	30	6	20	20	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)									94			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)									0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	478	118
Future Volume (vph)	478	118
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	0.99	
Frt	0.970	
Flt Protected		
Satd. Flow (prot)	4922	0
Flt Permitted		
Satd. Flow (perm)	4922	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	53	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		6
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	520	128
Shared Lane Traffic (%)		
Lane Group Flow (vph)	648	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	20.0	20.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	28.0	28.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0				0.0	0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0				6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				0	0				0	0		
Act Effct Green (s)		12.3		12.3	12.3			38.9	37.2	37.2		28.3
Actuated g/C Ratio		0.19		0.19	0.19			0.61	0.58	0.58		0.44
v/c Ratio		0.65		0.01	0.02			0.29	0.14	0.00		0.01
Control Delay		25.1		23.0	18.4			7.2	7.4	0.0		7.0
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		25.1		23.0	18.4			7.2	7.4	0.0		7.0
LOS		C		C	B			A	A	A		A
Approach Delay		25.1			19.7				7.3			
Approach LOS		C			B				A			
Queue Length 50th (ft)		47		1	1			22	20	0		1
Queue Length 95th (ft)		142		6	10			59	62	0		4
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115		285		110
Base Capacity (vph)		1133		821	1277			676	3286	1068		787
Starvation Cap Reductn		0		0	0			0	0	0		0
Spillback Cap Reductn		0		0	0			0	0	0		0
Storage Cap Reductn		0		0	0			0	0	0		0
Reduced v/c Ratio		0.20		0.00	0.00			0.24	0.13	0.00		0.01

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 63.6
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 13.6
 Intersection Capacity Utilization 61.0%




























Intersection LOS: B
 ICU Level of Service B

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	22.5	
Actuated g/C Ratio	0.35	
v/c Ratio	0.36	
Control Delay	15.2	
Queue Delay	0.0	
Total Delay	15.2	
LOS	B	
Approach Delay	15.2	
Approach LOS	B	
Queue Length 50th (ft)	57	
Queue Length 95th (ft)	110	
Internal Link Dist (ft)	313	
Turn Bay Length (ft)		
Base Capacity (vph)	3208	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.20	
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 				  			 	 
Traffic Volume (vph)	221	1	313	2	0	5	0	478	9	32	11	285
Future Volume (vph)	221	1	313	2	0	5	0	478	9	32	11	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		0	0		0		140	
Storage Lanes	2		1	2		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor								1.00				
Frt			0.850			0.850		0.997				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3467	1900	1583	3502	0	1615	0	6388	0	0	1805	3610
Flt Permitted	0.950			0.950							0.345	
Satd. Flow (perm)	3467	1900	1583	3502	0	1615	0	6388	0	0	656	3610
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			323			100		2				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			464			581				476
Travel Time (s)		15.0			10.5			11.3				9.3
Confl. Bikes (#/hr)									3			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	2%	2%	0%	0%	0%	0%
Adj. Flow (vph)	228	1	323	2	0	5	0	493	9	33	11	294
Shared Lane Traffic (%)												
Lane Group Flow (vph)	228	1	323	2	0	5	0	502	0	0	44	294
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)								0.0				0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access

Existing Saturday Midday
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		0						0				0
Act Effct Green (s)	12.2	8.3	49.2	8.3		8.3		20.7			24.6	24.6
Actuated g/C Ratio	0.25	0.17	1.00	0.17		0.17		0.42			0.50	0.50
v/c Ratio	0.26	0.00	0.20	0.00		0.01		0.19			0.10	0.16
Control Delay	16.4	23.0	0.3	22.5		0.0		11.1			7.6	7.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	16.4	23.0	0.3	22.5		0.0		11.1			7.6	7.3
LOS	B	C	A	C		A		B			A	A
Approach Delay		7.0			6.4			11.1				7.4
Approach LOS		A			A			B				A
Queue Length 50th (ft)	22	0	0	0		0		17			5	18
Queue Length 95th (ft)	56	4	0	3		0		63			23	53
Internal Link Dist (ft)		908			384			501				396
Turn Bay Length (ft)			700								140	
Base Capacity (vph)	3466	1199	1583	2210		1056		5375			1519	3610
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.07	0.00	0.20	0.00		0.00		0.09			0.03	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 49.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 53.3%
 Intersection LOS: A
 ICU Level of Service A

Lane Group SBR



















Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	281	279	12	7	296	26	0	0	36
Future Volume (vph)	0	0	0	281	279	12	7	296	26	0	0	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt						0.850						0.979
Flt Protected				0.950	0.987			0.950				
Satd. Flow (prot)	0	0	0	1626	3194	1470	0	3468	3610	0	0	3527
Flt Permitted				0.950	0.987			0.950				
Satd. Flow (perm)	0	0	0	1626	3194	1470	0	3461	3610	0	0	3527
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						7
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	327	324	14	8	344	30	0	0	42
Shared Lane Traffic (%)				35%		10%						
Lane Group Flow (vph)	0	0	0	213	439	13	0	352	30	0	0	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	6	
Future Volume (vph)	6	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.86	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	7	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				26.9	31.4	31.4		16.9	25.3			12.0
Actuated g/C Ratio				0.37	0.43	0.43		0.23	0.34			0.16
v/c Ratio				0.36	0.35	0.02		0.44	0.02			0.08
Control Delay				25.8	16.7	0.1		31.6	20.1			35.6
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				25.8	16.7	0.1		31.6	20.1			35.6
LOS				C	B	A		C	C			D
Approach Delay					19.3				30.7			35.6
Approach LOS					B				C			D
Queue Length 50th (ft)				74	81	0		76	4			9
Queue Length 95th (ft)				245	131	0		172	18			35
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				924	1915	1333		1408	3061			2007
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.23	0.23	0.01		0.25	0.01			0.02

Intersection Summary

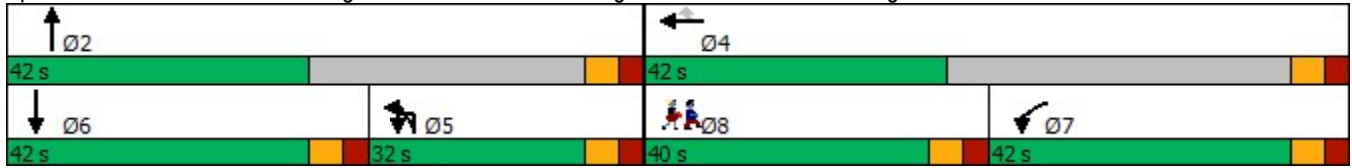
Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 73.4
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 24.0
 Intersection Capacity Utilization 47.3%











Intersection LOS: C
 ICU Level of Service A

Lane Group	SBR	Ø8
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	448	23	0	636	0	52
Future Volume (vph)	448	23	0	636	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.81	0.81	1.00	0.86	1.00	0.88
Ped Bike Factor						
Frt	0.999	0.850				0.850
Flt Protected						
Satd. Flow (prot)	6029	1258	0	6471	0	2787
Flt Permitted						
Satd. Flow (perm)	6029	1258	0	6471	0	2787
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	256	
Travel Time (s)	9.8			1.9	5.8	
Confl. Peds. (#/hr)		3	3			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	2%	4%	2%	1%	2%	2%
Adj. Flow (vph)	533	27	0	757	0	62
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	536	24	0	757	0	62
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 17.3% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	500	591	15	0	45
Future Volume (vph)	0	500	591	15	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.81	0.86	0.86	1.00	1.00
Frt			0.996			0.865
Flt Protected						
Satd. Flow (prot)	0	7544	6447	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	7544	6447	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	0	595	704	18	0	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	595	722	0	0	54
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	















Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.8% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	161	0	49	426	542	138
Future Volume (vph)	161	0	49	426	542	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3367	0	1736	3505	3539	1568
Flt Permitted	0.950		0.442			
Satd. Flow (perm)	3367	0	807	3505	3539	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						142
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	4%	3%	2%	3%
Adj. Flow (vph)	166	0	51	439	559	142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	166	0	51	439	559	142
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	8.5		29.9	27.0	23.0	23.0
Actuated g/C Ratio	0.18		0.63	0.57	0.48	0.48
v/c Ratio	0.28		0.09	0.22	0.33	0.17
Control Delay	18.5		4.4	5.5	9.6	3.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	18.5		4.4	5.5	9.6	3.1
LOS	B		A	A	A	A
Approach Delay	18.5			5.4	8.3	
Approach LOS	B			A	A	
Queue Length 50th (ft)	16		1	25	34	0
Queue Length 95th (ft)	44		16	45	98	26
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1798		1023	3114	1704	829
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.09		0.05	0.14	0.33	0.17

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 47.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.33
 Intersection Signal Delay: 8.5
 Intersection LOS: A

Intersection Capacity Utilization 42.0%
 Analysis Period (min) 15






















ICU Level of Service A

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke













Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	178	1068	251	5	54	1081	130	287	284	78	121	312
Future Volume (vph)	178	1068	251	5	54	1081	130	287	284	78	121	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00				1.00	1.00			1.00		1.00	
Frt			0.850			0.984			0.968			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1752	5036	1615	0	1772	6338	0	3502	3426	0	3400	3574
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1752	5036	1615	0	1771	6338	0	3502	3426	0	3388	3574
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	2		3		3		2			5	5	
Confl. Bikes (#/hr)										2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	0%	0%	2%	1%	4%	0%	2%	0%	3%	1%
Adj. Flow (vph)	184	1101	259	5	56	1114	134	296	293	80	125	322
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	1101	259	0	61	1248	0	296	373	0	125	322
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	167
Future Volume (vph)	167
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	2%
Adj. Flow (vph)	172
Shared Lane Traffic (%)	
Lane Group Flow (vph)	172
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	32.0	44.0		32.0	32.0	44.0		26.0	38.0		26.0	38.0
Total Split (%)	22.9%	31.4%		22.9%	22.9%	31.4%		18.6%	27.1%		18.6%	27.1%
Maximum Green (s)	24.7	37.0		24.7	24.7	37.0		19.0	30.0		19.0	30.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				2			1			1
Act Effct Green (s)	19.5	67.8	90.6		10.2	55.8		15.8	25.9		9.5	19.6
Actuated g/C Ratio	0.14	0.48	0.65		0.07	0.40		0.11	0.18		0.07	0.14
v/c Ratio	0.76	0.45	0.25		0.47	0.49		0.75	0.59		0.54	0.64
Control Delay	76.8	27.2	13.4		80.4	35.9		72.2	55.3		71.5	62.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	76.8	27.2	13.4		80.4	35.9		72.2	55.3		71.5	62.2
LOS	E	C	B		F	D		E	E		E	E
Approach Delay		30.8				38.0			62.8			56.5
Approach LOS		C				D			E			E
Queue Length 50th (ft)	163	241	95		43	330		136	167		57	150
Queue Length 95th (ft)	239	362	190		110	392		184	199		90	183
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	309	2438	1081		312	2526		475	766		461	765
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.60	0.45	0.24		0.20	0.49		0.62	0.49		0.27	0.42

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 137 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	46.4
Actuated g/C Ratio	0.33
v/c Ratio	0.33
Control Delay	35.0
Queue Delay	0.0
Total Delay	35.0
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	119
Queue Length 95th (ft)	151
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	583
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.30

Intersection Summary

Intersection Signal Delay: 42.1
 Intersection Capacity Utilization 81.2%
 Analysis Period (min) 15













Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 12: Merrick Ave & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø3	 Ø4
32 s	44 s	26 s	38 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
32 s	44 s	26 s	38 s










Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

Existing Saturday Midday
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	8	1243	21	26	19	1262	0	0	
Future Volume (vph)	8	1243	21	26	19	1262	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.997							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4900	0	0	1685	4964	0	0	
Flt Permitted	0.200				0.200				
Satd. Flow (perm)	355	4900	0	0	354	4964	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		4							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			9		9				
Confl. Bikes (#/hr)			1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	2%	0%	0%	0%	1%	2%	2%	
Adj. Flow (vph)	8	1281	22	27	20	1301	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	8	1303	0	0	47	1301	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				CI+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke




Existing Saturday Midday
 05/23/2024















										
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø3	
Detector Phase	2	2		6	6	6				
Switch Phase										
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0	
Total Split (s)	37.0	37.0		37.0	37.0	37.0			33.0	
Total Split (%)	52.9%	52.9%		52.9%	52.9%	52.9%			47%	
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0			30.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0				
Total Lost Time (s)	7.0	7.0			7.0	7.0				
Lead/Lag										
Lead-Lag Optimize?										
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None	
Walk Time (s)									7.0	
Flash Dont Walk (s)									30.0	
Pedestrian Calls (#/hr)									5	
Act Effct Green (s)	62.0	62.0			62.0	62.0				
Actuated g/C Ratio	0.89	0.89			0.89	0.89				
v/c Ratio	0.03	0.30			0.15	0.30				
Control Delay	8.6	9.5			2.5	1.9				
Queue Delay	0.0	0.0			0.0	0.0				
Total Delay	8.6	9.5			2.5	1.9				
LOS	A	A			A	A				
Approach Delay		9.5				1.9				
Approach LOS		A				A				
Queue Length 50th (ft)	0	1			0	1				
Queue Length 95th (ft)	m13	480			4	25				
Internal Link Dist (ft)		1107				987	130			
Turn Bay Length (ft)	120				125					
Base Capacity (vph)	314	4340			313	4397				
Starvation Cap Reductn	0	0			0	0				
Spillback Cap Reductn	0	0			0	0				
Storage Cap Reductn	0	0			0	0				
Reduced v/c Ratio	0.03	0.30			0.15	0.30				









Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 31 (44%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.30
 Intersection Signal Delay: 5.6
 Intersection Capacity Utilization 43.2%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R)	 Ø3
37 s	33 s
 Ø6 (R)	
37 s	

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	64	1234	52	8	12	1141	43	14
Future Volume (vph)	64	1234	52	8	12	1141	43	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			0.99			0.99
Frt		0.994						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1770	5053	0	0	1805	5136	1805	1615
Flt Permitted	0.228				0.950		0.950	
Satd. Flow (perm)	425	5053	0	0	1795	5136	1805	1593
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		12						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			7		7			1
Confl. Bikes (#/hr)								1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	66	1272	54	8	12	1176	44	14
Shared Lane Traffic (%)								
Lane Group Flow (vph)	66	1326	0	0	20	1176	44	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	38.0	38.0		12.0	12.0	50.0	20.0	20.0
Total Split (%)	54.3%	54.3%		17.1%	17.1%	71.4%	28.6%	28.6%
Maximum Green (s)	31.0	31.0		7.0	7.0	43.0	13.0	13.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							2	2
Act Effct Green (s)	53.6	53.6			5.6	56.0	8.0	8.0
Actuated g/C Ratio	0.77	0.77			0.08	0.80	0.11	0.11
v/c Ratio	0.20	0.34			0.14	0.29	0.21	0.08
Control Delay	13.2	8.7			20.1	8.0	29.3	26.7
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	13.2	8.7			20.1	8.0	29.3	26.7
LOS	B	A			C	A	C	C
Approach Delay		8.9				8.2	28.7	
Approach LOS		A				A	C	
Queue Length 50th (ft)	5	35			12	98	18	6
Queue Length 95th (ft)	63	283			m22	345	42	19
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	325	3873			180	4107	335	295
Starvation Cap Reductn	0	0			0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.20	0.34			0.11	0.29	0.13	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 23 (33%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34

Intersection Signal Delay: 9.0
 Intersection Capacity Utilization 52.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.





















Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke



Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke













Existing Saturday Midday
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	32	992	195	4	95	878	266	271	149	60	294
Future Volume (vph)	2	32	992	195	4	95	878	266	271	149	60	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor		1.00	1.00			1.00				1.00		1.00
Frt			0.975					0.850		0.957		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1651	4757	0	0	1745	4916	1546	3385	1751	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1648	4757	0	0	1744	4916	1546	3385	1751	0	3382
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)		6		3		3		6			1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	3%	0%	0%	0%	2%	1%	0%	0%	0%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	2	34	1044	205	4	100	924	280	285	157	63	309
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	1249	0	0	104	924	280	285	220	0	309
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	146	40
Future Volume (vph)	146	40
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.968	
Flt Protected		
Satd. Flow (prot)	1753	0
Flt Permitted		
Satd. Flow (perm)	1753	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	3%
Parking (#/hr)		
Adj. Flow (vph)	154	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	196	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

Existing Saturday Midday
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	2 7	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	2 7	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0
Total Split (s)	22.0	22.0	44.0		22.0	22.0	44.0		34.0	34.0		40.0
Total Split (%)	15.7%	15.7%	31.4%		15.7%	15.7%	31.4%		24.3%	24.3%		28.6%
Maximum Green (s)	15.0	15.0	36.0		14.0	14.0	36.0		26.0	26.0		32.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0				8.0	8.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			0				0					2
Act Effct Green (s)		7.6	49.7			14.0	59.5	89.9	21.9	21.9		22.4
Actuated g/C Ratio		0.05	0.36			0.10	0.42	0.64	0.16	0.16		0.16
v/c Ratio		0.40	0.74			0.60	0.44	0.28	0.54	0.81		0.57
Control Delay		84.4	32.8			75.3	32.4	13.5	57.7	78.5		57.6
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		84.4	32.8			75.3	32.4	13.5	57.7	78.5		57.6
LOS		F	C			E	C	B	E	E		E
Approach Delay			34.3				31.7			66.8		
Approach LOS			C				C			E		
Queue Length 50th (ft)		29	380			92	223	112	124	194		136
Queue Length 95th (ft)		67	#526			157	322	187	167	283		170
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		176	1690			174	2090	1098	628	325		773
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.20	0.74			0.60	0.44	0.26	0.45	0.68		0.40

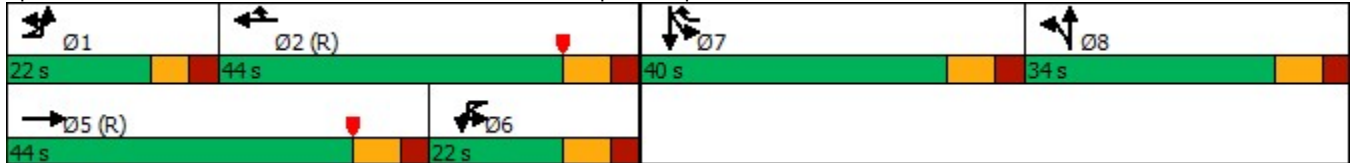
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	13.0	
Total Split (s)	40.0	
Total Split (%)	28.6%	
Maximum Green (s)	32.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	2	
Act Effct Green (s)	22.4	
Actuated g/C Ratio	0.16	
v/c Ratio	0.70	
Control Delay	68.1	
Queue Delay	0.0	
Total Delay	68.1	
LOS	E	
Approach Delay	61.7	
Approach LOS	E	
Queue Length 50th (ft)	172	
Queue Length 95th (ft)	238	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	400	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.49	
Intersection Summary		

Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 41.8
 Intersection Capacity Utilization 80.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke















Lanes, Volumes, Timings
 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

Existing Saturday Midday
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	2	43	0	116	0	8	15	3	56	570	7	2
Future Volume (vph)	2	43	0	116	0	8	15	3	56	570	7	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	11	12	12	12
Storage Length (ft)		0		0	0		0		420		0	
Storage Lanes		0		2	0		0		2		0	
Taper Length (ft)		0		0	0		0		80		0	
Lane Util. Factor	1.00	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95
Ped Bike Factor									1.00	1.00		
Frt				0.850		0.914				0.998		
Flt Protected			0.950						0.950			
Satd. Flow (prot)	0	0	1771	2814	0	1737	0	0	3322	3567	0	0
Flt Permitted			0.741						0.322			
Satd. Flow (perm)	0	0	1381	2814	0	1737	0	0	1125	3567	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				125		16				2		
Link Speed (mph)			40			30				40		
Link Distance (ft)			756			287				1121		
Travel Time (s)			12.9			6.5				19.1		
Confl. Peds. (#/hr)									2		3	
Confl. Bikes (#/hr)											1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	1%	0%	0%	0%	0%	2%	1%	0%	0%
Adj. Flow (vph)	2	46	0	125	0	9	16	3	60	613	8	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	48	125	0	25	0	0	63	621	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA
Median Width(ft)			12			0				36		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			24			16				28		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	9
Number of Detectors	0	1	1	1	1	2		1	1	2		1
Detector Template		Left			Left			Left		Thru		Left
Leading Detector (ft)	0	20	30	25	20	22		20	25	100		20
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Size(ft)	0	20	30	25	20	6		20	25	6		20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						12				94		
Detector 2 Size(ft)						10				6		
Detector 2 Type						Cl+Ex				Cl+Ex		

	↙	↓	↘
Lane Group	SBL	SBT	SBR
Lane Configurations	↘	↑↘	
Traffic Volume (vph)	11	583	19
Future Volume (vph)	11	583	19
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Storage Length (ft)	105		0
Storage Lanes	1		0
Taper Length (ft)	70		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00	
Frt		0.995	
Flt Protected	0.950		
Satd. Flow (prot)	1805	3556	0
Flt Permitted	0.416		
Satd. Flow (perm)	789	3556	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		4	
Link Speed (mph)		40	
Link Distance (ft)		822	
Travel Time (s)		14.0	
Confl. Peds. (#/hr)	3		2
Confl. Bikes (#/hr)			
Peak Hour Factor	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%
Adj. Flow (vph)	12	627	20
Shared Lane Traffic (%)			
Lane Group Flow (vph)	14	647	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		32	
Link Offset(ft)		0	
Crosswalk Width(ft)		40	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	
Detector Template		Thru	
Leading Detector (ft)	25	100	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	25	6	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	Perm	NA	custom		NA		pm+pt	pm+pt	NA		Perm
Protected Phases			4			8		5	5	2		
Permitted Phases	4	4		4 5	8			2	2			6
Detector Phase	4	4	4	4 5	8	8		5	5	2		6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0
Minimum Split (s)	12.0	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0
Total Split (s)	31.0	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0
Total Split (%)	34.4%	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%
Maximum Green (s)	25.0	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0
Lost Time Adjust (s)			0.0			0.0			0.0	0.0		
Total Lost Time (s)			6.0			6.0			5.0	6.0		
Lead/Lag								Lead	Lead			Lag
Lead-Lag Optimize?								Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2
Recall Mode	None	None	None		None	None		None	None	Min		Min
Walk Time (s)	8.0	8.0	8.0		8.0	8.0						
Flash Dont Walk (s)	22.0	22.0	22.0		22.0	22.0						
Pedestrian Calls (#/hr)	1	1	1		1	1						
Act Effct Green (s)			10.3	19.2		10.3			34.7	35.2		
Actuated g/C Ratio			0.19	0.36		0.19			0.65	0.66		
v/c Ratio			0.18	0.11		0.07			0.06	0.26		
Control Delay			18.7	2.2		10.7			6.9	7.3		
Queue Delay			0.0	0.0		0.0			0.0	0.0		
Total Delay			18.7	2.2		10.7			6.9	7.3		
LOS			B	A		B			A	A		
Approach Delay			6.8			10.7				7.2		
Approach LOS			A			B				A		
Queue Length 50th (ft)			13	0		2			2	36		
Queue Length 95th (ft)			34	10		16			18	138		
Internal Link Dist (ft)			676			207				1041		
Turn Bay Length (ft)									420			
Base Capacity (vph)			691	1878		877			1587	3357		
Starvation Cap Reductn			0	0		0			0	0		
Spillback Cap Reductn			0	0		0			0	0		
Storage Cap Reductn			0	0		0			0	0		
Reduced v/c Ratio			0.07	0.07		0.03			0.04	0.18		

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 53.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.37



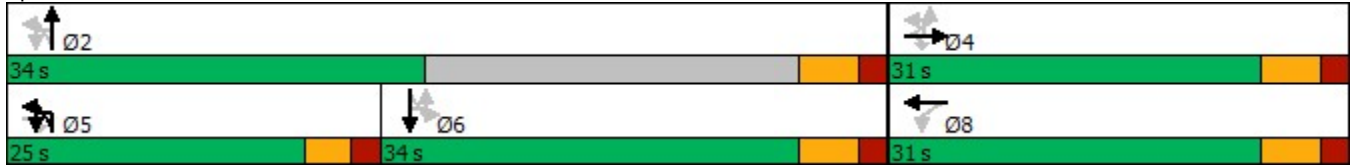
Lane Group	SBL	SBT	SBR
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	Perm	NA	
Protected Phases		6	
Permitted Phases	6		
Detector Phase	6	6	
Switch Phase			
Minimum Initial (s)	20.0	20.0	
Minimum Split (s)	26.0	26.0	
Total Split (s)	34.0	34.0	
Total Split (%)	37.8%	37.8%	
Maximum Green (s)	28.0	28.0	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	0.2	0.2	
Recall Mode	Min	Min	
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)	26.3	26.3	
Actuated g/C Ratio	0.49	0.49	
v/c Ratio	0.04	0.37	
Control Delay	15.8	14.7	
Queue Delay	0.0	0.0	
Total Delay	15.8	14.7	
LOS	B	B	
Approach Delay		14.7	
Approach LOS		B	
Queue Length 50th (ft)	2	69	
Queue Length 95th (ft)	18	195	
Internal Link Dist (ft)		742	
Turn Bay Length (ft)	105		
Base Capacity (vph)	480	2168	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.03	0.30	

Intersection Summary

Intersection Signal Delay: 10.5
 Intersection Capacity Utilization 50.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

Existing Saturday Midday
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	16	44	926	72	28	41	820	100	61	19	48	101
Future Volume (vph)	16	44	926	72	28	41	820	100	61	19	48	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.95		0.99		0.98		0.98	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1635	5085	1507	0	1784	5085	1507	0	1682	1507	1685
Flt Permitted		0.950				0.950				0.772		0.703
Satd. Flow (perm)	0	1632	5085	1437	0	1758	5085	1484	0	1323	1487	1245
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		4		20		20		4	32		2	2
Confl. Bikes (#/hr)				1				1				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	2%	2%	0%	0%	2%	2%	0%	2%	0%	0%	0%
Adj. Flow (vph)	16	45	955	74	29	42	845	103	63	20	49	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	955	74	0	71	845	103	0	83	49	104
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	9	44
Future Volume (vph)	9	44
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.96
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1452
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		32
Confl. Bikes (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	9	45
Shared Lane Traffic (%)		
Lane Group Flow (vph)	9	45
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

Existing Saturday Midday
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	32.0	32.0	61.0	61.0	32.0	32.0	61.0	61.0	47.0	47.0	47.0	47.0
Total Split (%)	22.9%	22.9%	43.6%	43.6%	22.9%	22.9%	43.6%	43.6%	33.6%	33.6%	33.6%	33.6%
Maximum Green (s)	26.0	26.0	53.0	53.0	26.0	26.0	53.0	53.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									7	7	7	1
Act Effct Green (s)		10.3	90.3	90.3		10.3	90.4	90.4		20.0	20.0	20.0
Actuated g/C Ratio		0.07	0.64	0.64		0.07	0.65	0.65		0.14	0.14	0.14
v/c Ratio		0.51	0.29	0.08		0.54	0.26	0.11		0.44	0.23	0.59
Control Delay		70.0	15.8	18.5		88.5	6.5	7.1		59.2	51.5	67.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		70.0	15.8	18.5		88.5	6.5	7.1		59.2	51.5	67.0
LOS		E	B	B		F	A	A		E	D	E
Approach Delay			19.0				12.3			56.3		
Approach LOS			B				B			E		
Queue Length 50th (ft)		57	81	17		64	60	20		72	41	92
Queue Length 95th (ft)		102	260	84		124	71	34		106	68	130
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		303	3279	926		331	3281	957		368	414	346
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.20	0.29	0.08		0.21	0.26	0.11		0.23	0.12	0.30

Intersection Summary



Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	47.0	47.0
Total Split (%)	33.6%	33.6%
Maximum Green (s)	39.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	20.0	20.0
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.04	0.22
Control Delay	44.9	51.1
Queue Delay	0.0	0.0
Total Delay	44.9	51.1
LOS	D	D
Approach Delay	61.2	
Approach LOS	E	
Queue Length 50th (ft)	7	38
Queue Length 95th (ft)	21	64
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	493	404
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.02	0.11
Intersection Summary		

Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 21.0
 Intersection Capacity Utilization 88.0%
 Analysis Period (min) 15






















Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 61 s	 Ø4 47 s
 Ø5 32 s	 Ø6 (R) 61 s	 Ø8 47 s

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke













Existing Saturday Midday
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	140	949	7	4	7	807	123	7	14	16	89	4
Future Volume (vph)	140	949	7	4	7	807	123	7	14	16	89	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0	125	
Storage Lanes	2		1		1		1	0		0	1	
Taper Length (ft)	135				85			0			65	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95
Ped Bike Factor	1.00		0.98		1.00		0.97		1.00			0.98
Frt			0.850				0.850		0.941			0.859
Flt Protected	0.950				0.950				0.991		0.950	
Satd. Flow (prot)	3213	3505	1417	0	1805	3539	1553	0	1772	0	3502	1498
Flt Permitted	0.950				0.950				0.920		0.950	
Satd. Flow (perm)	3199	3505	1383	0	1798	3539	1512	0	1644	0	3502	1498
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							131					
Link Speed (mph)		40				40			30			40
Link Distance (ft)		498				580			260			400
Travel Time (s)		8.5				9.9			5.9			6.8
Confl. Peds. (#/hr)	11		3		3		11	5				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	9%	3%	14%	0%	0%	2%	4%	0%	0%	0%	0%	0%
Adj. Flow (vph)	149	1010	7	4	7	859	131	7	15	17	95	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	1010	7	0	11	859	131	0	39	0	95	68
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		44				56			0			40
Link Offset(ft)		11				0			-5			-15
Crosswalk Width(ft)		48				30			30			30
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2
Detector Template		Thru	Right	Left		Thru	Right	Left				
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35		35	35
Detector 2 Size(ft)	20	6			20	6			20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0

Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	123	
Future Volume (vph)	123	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor	0.98	
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1504	
Flt Permitted		
Satd. Flow (perm)	1479	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	5	
Peak Hour Factor	0.94	
Heavy Vehicles (%)	2%	
Adj. Flow (vph)	131	
Shared Lane Traffic (%)	49%	
Lane Group Flow (vph)	67	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	58.0	58.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	14.3%	41.4%	41.4%	14.3%	14.3%			15.0%	15.0%		29.3%	29.3%
Maximum Green (s)	13.0	51.0	51.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											4	4
Act Effct Green (s)	10.9	82.3	82.3		9.6	81.0	102.7		7.8		14.7	14.7
Actuated g/C Ratio	0.08	0.59	0.59		0.07	0.58	0.73		0.06		0.10	0.10
v/c Ratio	0.60	0.49	0.01		0.09	0.42	0.11		0.43		0.26	0.44
Control Delay	72.3	21.1	20.3		54.2	12.6	4.0		77.1		56.6	64.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	72.3	21.1	20.3		54.2	12.6	4.0		77.1		56.6	64.2
LOS	E	C	C		D	B	A		E		E	E
Approach Delay		27.6				11.9			77.1			61.1
Approach LOS		C				B			E			E
Queue Length 50th (ft)	69	255	2		10	104	0		35		43	64
Queue Length 95th (ft)	104	500	15		32	469	102		74		59	97
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	303	2061	813		167	2135	1302		164		850	363
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0	0	0		0		0	0
Reduced v/c Ratio	0.49	0.49	0.01		0.07	0.40	0.10		0.24		0.11	0.19

Intersection Summary

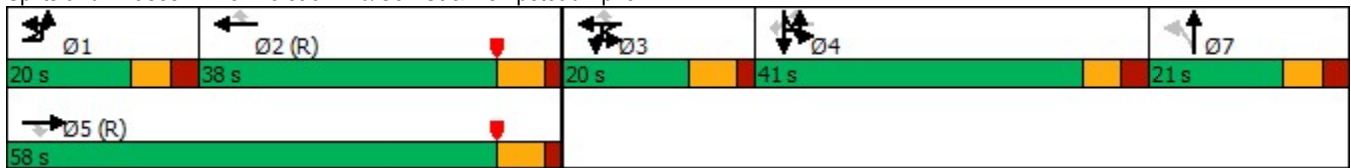
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 25.1
 Intersection LOS: C

Lane Group	SBR	Ø2
Turn Type	Perm	
Protected Phases		2
Permitted Phases	4	
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	38.0
Total Split (%)	29.3%	27%
Maximum Green (s)	34.0	31.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	4	0
Act Effct Green (s)	14.7	
Actuated g/C Ratio	0.10	
v/c Ratio	0.44	
Control Delay	64.3	
Queue Delay	0.0	
Total Delay	64.3	
LOS	E	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	63	
Queue Length 95th (ft)	96	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	359	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.19	
Intersection Summary		

Intersection Capacity Utilization 68.6%
 Analysis Period (min) 15























ICU Level of Service C

Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke















Lanes, Volumes, Timings
19: Merrick Ave & Front St

Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	291	129	134	248	84	154	440	196	128	463	114
Future Volume (vph)	91	291	129	134	248	84	154	440	196	128	463	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00	1.00		1.00	0.99		1.00		0.98
Frt			0.850		0.962			0.954				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	1739	1478	1685	3151	0	1652	3250	0	1728	3574	1561
Flt Permitted	0.544			0.369			0.422			0.287		
Satd. Flow (perm)	927	1739	1458	654	3151	0	732	3250	0	519	3574	1536
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		26							
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		552			635			457			1121	
Travel Time (s)		9.4			10.8			7.8			19.1	
Confl. Peds. (#/hr)	1		1	1		1	2		5	5		2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	2%	0%	2%	4%	2%	1%	2%	1%	1%	0%
Parking (#/hr)									0			
Adj. Flow (vph)	95	303	134	140	258	88	160	458	204	133	482	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	303	134	140	346	0	160	662	0	133	482	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
19: Merrick Ave & Front St

Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	20.0		5.0	20.0	20.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	28.0		10.0	28.0	28.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		1	1		2			0			0	0
Act Effct Green (s)	38.5	26.3	26.3	41.4	27.7		48.1	34.4		48.2	34.4	34.4
Actuated g/C Ratio	0.35	0.24	0.24	0.38	0.25		0.44	0.32		0.44	0.32	0.32
v/c Ratio	0.25	0.72	0.31	0.40	0.42		0.39	0.65		0.38	0.43	0.25
Control Delay	23.5	50.7	14.4	25.5	34.1		19.9	36.3		20.1	31.9	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	23.5	50.7	14.4	25.5	34.1		19.9	36.3		20.1	31.9	31.4
LOS	C	D	B	C	C		B	D		C	C	C
Approach Delay		36.7			31.6			33.1			29.7	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	40	194	18	61	97		61	208		50	138	61
Queue Length 95th (ft)	90	356	80	126	171		122	326		103	227	131
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	481	580	553	426	1083		493	2171		433	2387	1026
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.20	0.52	0.24	0.33	0.32		0.32	0.30		0.31	0.20	0.12

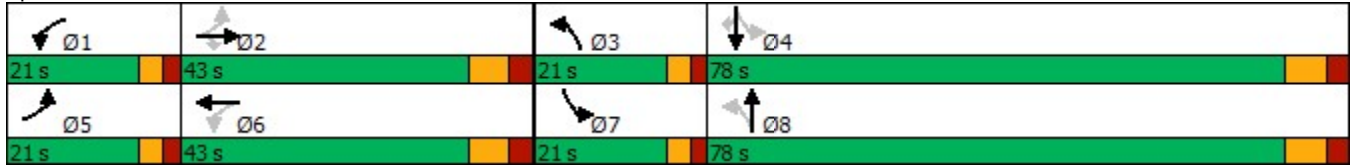
Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 108.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72

Intersection Signal Delay: 32.6
 Intersection Capacity Utilization 70.8%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 19: Merrick Ave & Front St















Lanes, Volumes, Timings
20: Uniondale Ave & Front St

Existing Saturday Midday
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	365	117	156	332	46	143	293	166	51	278	59
Future Volume (vph)	97	365	117	156	332	46	143	293	166	51	278	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.96		0.93	0.98	0.99			0.98		0.98	0.99	
Frt			0.850		0.982			0.946			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1881	1599	1787	1809	0	1787	1712	0	1736	1785	0
Flt Permitted	0.528			0.258			0.250			0.488		
Satd. Flow (perm)	962	1881	1486	477	1809	0	470	1712	0	876	1785	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								24			8	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	24		17	17		24	15		14	14		15
Confl. Bikes (#/hr)			1						1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	1%	2%	2%	1%	3%	2%	4%	3%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	102	384	123	164	349	48	151	308	175	54	293	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	384	123	164	397	0	151	483	0	54	355	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

Existing Saturday Midday
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	28.0	28.0	28.0	10.0	28.0		10.0	28.0		28.0	28.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	5	5	5		5			6		8	8	
Act Effct Green (s)	26.8	26.8	26.8	41.9	40.9		40.2	39.1		23.7	23.7	
Actuated g/C Ratio	0.29	0.29	0.29	0.45	0.44		0.43	0.42		0.26	0.26	
v/c Ratio	0.37	0.70	0.29	0.48	0.50		0.43	0.66		0.24	0.77	
Control Delay	32.0	37.9	28.7	20.9	21.4		22.2	26.7		33.9	45.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.0	37.9	28.7	20.9	21.4		22.2	26.7		33.9	45.1	
LOS	C	D	C	C	C		C	C		C	D	
Approach Delay		35.1			21.2			25.6			43.6	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	48	204	57	57	165		53	208		25	190	
Queue Length 95th (ft)	105	338	114	106	270		118	404		69	#362	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	597	1167	922	393	1429		382	919		296	609	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.33	0.13	0.42	0.28		0.40	0.53		0.18	0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 92.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77

Intersection Signal Delay: 30.4
 Intersection Capacity Utilization 84.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: Uniondale Ave & Front St















Lanes, Volumes, Timings
21: California Ave & Front St

Existing Saturday Midday
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	558	10	9	493	31	18	19	8	26	27	21
Future Volume (vph)	26	558	10	9	493	31	18	19	8	26	27	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.997			0.991			0.977			0.961	
Flt Protected	0.950			0.950				0.980			0.983	
Satd. Flow (prot)	1685	1750	0	1685	1738	0	0	1932	0	0	1988	0
Flt Permitted	0.435			0.406				0.834			0.865	
Satd. Flow (perm)	770	1750	0	717	1738	0	0	1639	0	0	1747	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	7		13	13		7	4		2	2		4
Confl. Bikes (#/hr)			2			2						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	4%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	27	581	10	9	514	32	19	20	8	27	28	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	591	0	9	546	0	0	47	0	0	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
 21: California Ave & Front St

Existing Saturday Midday
 05/23/2024

Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		15.5	15.5		15.5	15.5	
Total Split (s)	61.0	61.0		61.0	61.0		28.5	28.5		28.5	28.5	
Total Split (%)	68.2%	68.2%		68.2%	68.2%		31.8%	31.8%		31.8%	31.8%	
Maximum Green (s)	55.0	55.0		55.0	55.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)							4	4		2	2	
Act Effct Green (s)	40.2	40.2		40.2	40.2			11.7			11.7	
Actuated g/C Ratio	0.75	0.75		0.75	0.75			0.22			0.22	
v/c Ratio	0.05	0.45		0.02	0.42			0.13			0.20	
Control Delay	5.9	7.5		5.8	7.2			19.8			20.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.9	7.5		5.8	7.2			19.8			20.3	
LOS	A	A		A	A			B			C	
Approach Delay		7.5			7.2			19.8			20.3	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)	3	96		1	86			12			20	
Queue Length 95th (ft)	15	241		7	216			41			60	
Internal Link Dist (ft)		178			181			328			459	
Turn Bay Length (ft)	45			50								
Base Capacity (vph)	730	1660		680	1649			731			780	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.04	0.36		0.01	0.33			0.06			0.10	

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 53.6
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 8.6

Intersection Capacity Utilization 48.8%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

Existing Saturday Midday
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	53	627	0	367	497	20	4	48	143	0	27	194
Future Volume (vph)	53	627	0	367	497	20	4	48	143	0	27	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.96				1.00							1.00
Frt					0.994							0.970
Flt Protected	0.950			0.950				0.950				0.995
Satd. Flow (prot)	1805	3438	0	1770	3542	0	0	1740	1881	0	0	3390
Flt Permitted	0.454			0.318				0.511				0.897
Satd. Flow (perm)	830	3438	0	592	3542	0	0	936	1881	0	0	3056
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	46					46						
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	0%	2%	1%	0%	25%	2%	1%	0%	4%	3%
Adj. Flow (vph)	55	646	0	378	512	21	4	49	147	0	28	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	646	0	378	533	0	0	53	147	0	0	286
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		20	20	30		20	6
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	56
Future Volume (vph)	56
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Adj. Flow (vph)	58
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		14.0	14.0	14.0		14.0	14.0
Total Split (s)	26.0	41.0		26.0	41.0		33.0	33.0	33.0		33.0	33.0
Total Split (%)	26.0%	41.0%		26.0%	41.0%		33.0%	33.0%	33.0%		33.0%	33.0%
Maximum Green (s)	21.0	35.0		21.0	35.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		0					0	0	0			
Act Effct Green (s)	60.1	47.1		73.6	55.8			15.2	15.2			15.2
Actuated g/C Ratio	0.60	0.47		0.74	0.56			0.15	0.15			0.15
v/c Ratio	0.09	0.40		0.56	0.27			0.37	0.52			0.62
Control Delay	13.3	37.0		8.3	13.4			36.9	37.3			45.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.2			0.0
Total Delay	13.3	37.0		8.3	13.4			36.9	37.5			45.0
LOS	B	D		A	B			D	D			D
Approach Delay		35.1			11.3				37.3			45.0
Approach LOS		D			B				D			D
Queue Length 50th (ft)	24	197		68	85			22	62			90
Queue Length 95th (ft)	m48	295		132	157			44	93			125
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	770	1631		711	1977			252	507			825
Starvation Cap Reductn	0	0		0	0			0	74			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.07	0.40		0.53	0.27			0.21	0.34			0.35

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

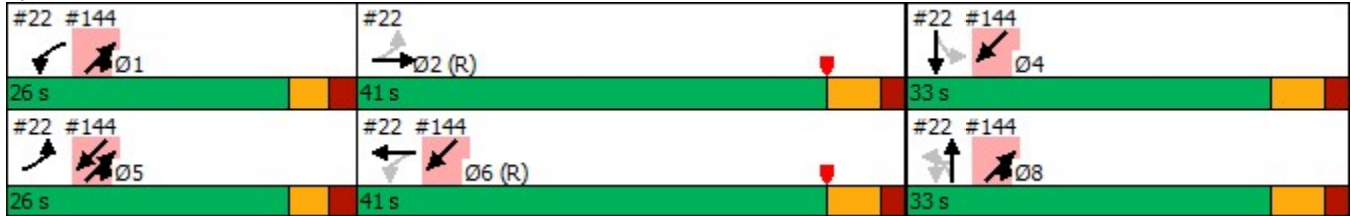
Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 26.3
 Intersection Capacity Utilization 72.3%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave















Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

Existing Saturday Midday
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	599	39	87	438	93	51	649	55	89	507	76
Future Volume (vph)	104	599	39	87	438	93	51	649	55	89	507	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97	1.00		0.98	0.98		0.98	0.99		0.98	0.99	
Frt		0.991			0.974			0.988			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3397	0	1805	3392	0	1805	3501	0	1770	3445	0
Flt Permitted	0.275			0.235			0.349			0.254		
Satd. Flow (perm)	499	3397	0	438	3392	0	651	3501	0	465	3445	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			25			9			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	81		54	54		81	47		56	56		47
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	5%	3%	0%	1%	6%	0%	1%	5%	2%	2%	1%
Parking (#/hr)						0						
Adj. Flow (vph)	108	624	41	91	456	97	53	676	57	93	528	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	665	0	91	553	0	53	733	0	93	607	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings
23: Clinton St & Fulton Ave









Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	15.0	35.0		15.0	35.0		15.0	35.0		15.0	35.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	9.0	29.0		9.0	29.0		9.0	29.0		9.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		16			19			18			27	
Act Effct Green (s)	33.2	26.4		31.0	23.6		44.6	39.4		46.6	40.4	
Actuated g/C Ratio	0.33	0.26		0.31	0.24		0.45	0.39		0.47	0.40	
v/c Ratio	0.40	0.74		0.38	0.67		0.15	0.53		0.30	0.43	
Control Delay	23.8	38.7		20.0	29.6		16.3	27.3		17.7	24.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.8	38.7		20.0	29.6		16.3	27.3		17.7	24.6	
LOS	C	D		B	C		B	C		B	C	
Approach Delay		36.6			28.2			26.5			23.7	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	45	207		23	168		17	191		30	146	
Queue Length 95th (ft)	74	257		31	214		42	284		65	224	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	285	990		265	1001		407	1384		338	1401	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.67		0.34	0.55		0.13	0.53		0.28	0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 50 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 28.9
 Intersection Capacity Utilization 76.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D













Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1 15 s	 Ø2 (R) 35 s	 Ø3 15 s	 Ø4 35 s
 Ø5 15 s	 Ø6 (R) 35 s	 Ø7 15 s	 Ø8 35 s

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

Existing Saturday Midday
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	455	137	52	383	61	95	563	87	64	690	114
Future Volume (vph)	119	455	137	52	383	61	95	563	87	64	690	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.96		0.89		0.98		0.99	0.99		0.96	0.99	
Frt			0.850		0.982			0.980			0.979	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1671	3539	1599	0	3307	0	1608	3310	0	1593	3305	0
Flt Permitted	0.275				0.835		0.206			0.397		
Satd. Flow (perm)	465	3539	1430	0	2762	0	345	3310	0	641	3305	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	63		78	78		63	43		76	76		43
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	2%	1%	2%	2%	2%	1%	2%	1%	2%	1%	11%
Parking (#/hr)						0						
Adj. Flow (vph)	123	469	141	54	395	63	98	580	90	66	711	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	469	141	0	512	0	98	670	0	66	829	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		14	14		25			26		21		21
Act Effct Green (s)	35.1	33.1	33.1		21.0		46.9	44.9		36.3		36.3
Actuated g/C Ratio	0.39	0.37	0.37		0.23		0.52	0.50		0.40		0.40
v/c Ratio	0.43	0.36	0.27		0.80		0.37	0.41		0.26		0.62
Control Delay	21.7	21.1	20.4		42.2		16.3	15.9		25.5		26.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	21.7	21.1	20.4		42.2		16.3	15.9		25.5		26.0
LOS	C	C	C		D		B	B		C		C
Approach Delay		21.0			42.2			15.9				26.0
Approach LOS		C			D			B				C
Queue Length 50th (ft)	42	94	52		140		29	129		27		212
Queue Length 95th (ft)	80	135	98		197		55	170		64		284
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	299	1300	525		712		292	1690		263		1358
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	0.41	0.36	0.27		0.72		0.34	0.40		0.25		0.61

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 6 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 24.9
 Intersection Capacity Utilization 87.3%
 Analysis Period (min) 15




















Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 24: N Franklin St & Fulton Ave



Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave













Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	665	64	2	235	608	204	0	395	302	118	513
Future Volume (vph)	0	665	64	2	235	608	204	0	395	302	118	513
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.98		0.99		1.00	0.99
Frt		0.987					0.850		0.935			0.989
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3431	0	0	1728	3610	1830	0	3070	0	1624	3107
Flt Permitted					0.950						0.206	
Satd. Flow (perm)	0	3431	0	0	1720	3610	1792	0	3070	0	352	3107
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		11					176		219			13
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	8		11		11		8	61		5	5	
Confl. Bikes (#/hr)										4		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	2%	0%	1%	0%	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	0	672	65	2	237	614	206	0	399	305	119	518
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	737	0	0	239	614	206	0	704	0	119	561
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	43
Future Volume (vph)	43
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	61
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.99
Heavy Vehicles (%)	0%
Adj. Flow (vph)	43
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lanes, Volumes, Timings
 25: Franklin Ave & Stewart Ave

Existing Saturday Midday
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		20				2			4			3
Act Effct Green (s)		25.4			15.5	46.3	52.3		21.2		32.7	32.7
Actuated g/C Ratio		0.28			0.17	0.51	0.58		0.24		0.36	0.36
v/c Ratio		0.76			0.81	0.33	0.18		0.79		0.56	0.49
Control Delay		34.2			61.3	13.7	2.1		29.2		39.4	23.2
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		34.2			61.3	13.7	2.1		29.2		39.4	23.2
LOS		C			E	B	A		C		D	C
Approach Delay		34.2				22.2			29.2			26.0
Approach LOS		C				C			C			C
Queue Length 50th (ft)		196			130	98	5		141		47	127
Queue Length 95th (ft)		246			#344	152	32		194		79	161
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		1003			296	1858	1200		1058		293	1474
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		0.73			0.81	0.33	0.17		0.67		0.41	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 44 (49%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

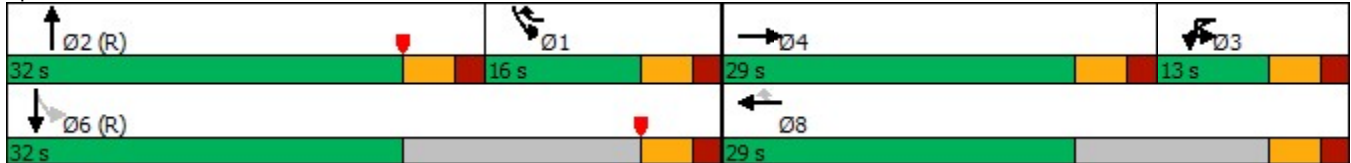
Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 27.3
 Intersection Capacity Utilization 79.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

Existing Saturday Midday
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	786	177	251	651	164	155	321	156	119	232	34
Future Volume (vph)	70	786	177	251	651	164	155	321	156	119	232	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.98			0.98	1.00	0.99		1.00	1.00	
Frt			0.850			0.850		0.951			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1572	3421	1501	1652	3388	1546	1678	3243	0	1668	3402	0
Flt Permitted	0.388			0.173			0.435			0.226		
Satd. Flow (perm)	640	3421	1474	301	3388	1509	765	3243	0	396	3402	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								59			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	2%	4%	2%	3%	1%	4%	2%	1%	1%	0%	3%
Parking (#/hr)												0
Adj. Flow (vph)	74	836	188	267	693	174	165	341	166	127	247	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	836	188	267	693	174	165	507	0	127	283	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0	
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%	
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		2			2			1			2	
Act Effct Green (s)	59.8	52.3	66.7	84.0	72.8	85.3	39.8	25.4		36.2	23.6	
Actuated g/C Ratio	0.43	0.37	0.48	0.60	0.52	0.61	0.28	0.18		0.26	0.17	
v/c Ratio	0.23	0.65	0.27	0.62	0.39	0.19	0.53	0.80		0.59	0.49	
Control Delay	17.8	41.0	21.2	24.0	23.4	12.2	41.5	57.7		45.5	52.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	17.8	41.0	21.2	24.0	23.4	12.2	41.5	57.7		45.5	52.6	
LOS	B	D	C	C	C	B	D	E		D	D	
Approach Delay		36.0			21.9			53.7			50.4	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	27	334	92	111	201	60	114	210		86	120	
Queue Length 95th (ft)	61	454	159	224	307	118	157	257		124	155	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	429	1278	733	429	1760	971	339	968		268	979	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.65	0.26	0.62	0.39	0.18	0.49	0.52		0.47	0.29	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 73 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 36.5
 Intersection Capacity Utilization 78.6%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd

↙ Ø1 23 s	↔ Ø2 (R) 48 s	↘ Ø3 23 s	↓ Ø4 46 s
↗ Ø5 23 s	↔ Ø6 (R) 48 s	↙ Ø7 23 s	↑ Ø8 46 s

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

Existing Saturday Midday
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	266	1479	71	170	1320	618	70	321	254	654	321
Future Volume (vph)	2	266	1479	71	170	1320	618	70	321	254	654	321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		375		245	250		0	95		235	300	
Storage Lanes		1		1	2		1	1		1	2	
Taper Length (ft)		85			110			130			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00		0.99	1.00		0.98	1.00				
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3502	5136	1524	3467	6471	1599	1656	3438	1583	3467	3471
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3495	5136	1502	3464	6471	1560	1652	3438	1583	3467	3471
Right Turn on Red				Yes			No			Yes		
Satd. Flow (RTOR)				225						143		
Link Speed (mph)			30			40			30			30
Link Distance (ft)			566			700			662			581
Travel Time (s)			12.9			11.9			15.0			13.2
Confl. Peds. (#/hr)		9		6	6		9	3				
Confl. Bikes (#/hr)				1								
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	6%	1%	1%	1%	9%	5%	2%	1%	4%
Adj. Flow (vph)	2	271	1509	72	173	1347	631	71	328	259	667	328
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	273	1509	72	173	1347	631	71	328	259	667	328
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	250
Future Volume (vph)	250
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1574
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	3
Confl. Bikes (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	1%
Adj. Flow (vph)	255
Shared Lane Traffic (%)	
Lane Group Flow (vph)	255
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	5	2		1	6		3	8	1	7	4
Permitted Phases				Free			6 7			8		
Detector Phase	5	5	2		1	6	6 7	3	8	1	7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0		5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.0	9.0	26.0		9.0	26.0		11.0	16.0	9.0	11.0	16.0
Total Split (s)	27.0	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0
Total Split (%)	16.9%	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%
Maximum Green (s)	21.0	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None
Walk Time (s)	5.0	5.0	7.0			7.0			7.0			7.0
Flash Dont Walk (s)	7.0	7.0	28.0			28.0			33.0			33.0
Pedestrian Calls (#/hr)	0	0	1			0			2			3
Act Effct Green (s)		16.8	71.4	160.0	11.9	66.5	102.7	11.2	23.5	40.4	30.2	41.5
Actuated g/C Ratio		0.10	0.45	1.00	0.07	0.42	0.64	0.07	0.15	0.25	0.19	0.26
v/c Ratio		0.74	0.66	0.05	0.67	0.50	0.63	0.62	0.65	0.51	1.02	0.36
Control Delay		81.9	37.8	0.1	92.6	20.7	15.5	93.6	69.5	24.1	102.8	49.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Total Delay		81.9	37.8	0.1	92.6	20.7	16.4	93.6	69.5	24.1	102.8	49.4
LOS		F	D	A	F	C	B	F	E	C	F	D
Approach Delay			42.8			25.2			54.2			75.1
Approach LOS			D			C			D			E
Queue Length 50th (ft)		145	429	0	97	138	149	74	176	104	~394	154
Queue Length 95th (ft)		191	608	0	m141	249	810	127	200	165	#522	178
Internal Link Dist (ft)			486			620			582			501
Turn Bay Length (ft)		375		245	250			95		235	300	
Base Capacity (vph)		460	2291	1502	278	2689	1001	165	902	515	654	1171
Starvation Cap Reductn		0	0	0	0	0	148	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.59	0.66	0.05	0.62	0.50	0.74	0.43	0.36	0.50	1.02	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02

Lane Group SBR

Detector 2 Extend (s)
 Turn Type custom
 Protected Phases
 Permitted Phases 4 5
 Detector Phase 4 5
 Switch Phase
 Minimum Initial (s)
 Minimum Split (s)
 Total Split (s)
 Total Split (%)
 Maximum Green (s)
 Yellow Time (s)
 All-Red Time (s)
 Lost Time Adjust (s)
 Total Lost Time (s)
 Lead/Lag
 Lead-Lag Optimize?
 Vehicle Extension (s)
 Recall Mode
 Walk Time (s)
 Flash Dont Walk (s)
 Pedestrian Calls (#/hr)
 Act Effct Green (s) 64.3
 Actuated g/C Ratio 0.40
 v/c Ratio 0.40
 Control Delay 35.5
 Queue Delay 0.0
 Total Delay 35.5
 LOS D
 Approach Delay
 Approach LOS
 Queue Length 50th (ft) 198
 Queue Length 95th (ft) 227
 Internal Link Dist (ft)
 Turn Bay Length (ft)
 Base Capacity (vph) 666
 Starvation Cap Reductn 0
 Spillback Cap Reductn 0
 Storage Cap Reductn 0
 Reduced v/c Ratio 0.38

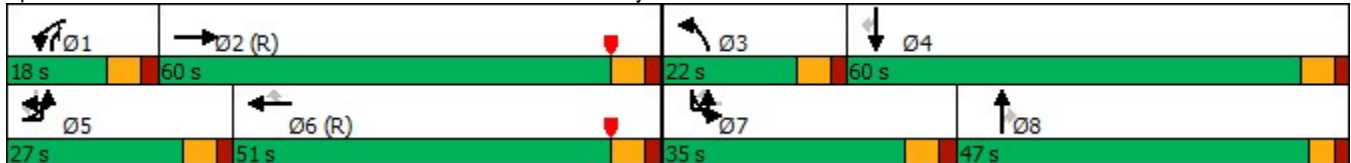
Intersection Summary

Intersection Signal Delay: 44.5
 Intersection Capacity Utilization 93.5%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F

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













Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

Existing Saturday Midday
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	920	273	179	975	77	312	168	199	111	174	72
Future Volume (vph)	48	920	273	179	975	77	312	168	199	111	174	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98	1.00	1.00				0.98		1.00	
Frt			0.850		0.989				0.850		0.970	
Flt Protected	0.950			0.950			0.950				0.985	
Satd. Flow (prot)	1805	5136	1599	1805	5073	0	3502	1881	1615	0	3422	0
Flt Permitted	0.238			0.217			0.950				0.985	
Satd. Flow (perm)	452	5136	1564	412	5073	0	3502	1881	1577	0	3415	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			279		9				110			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	4		5	5		4			5	5		
Confl. Bikes (#/hr)			2						7			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	0%	1%	0%	1%	1%	0%
Adj. Flow (vph)	49	939	279	183	995	79	318	171	203	113	178	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	939	279	183	1074	0	318	171	203	0	364	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				2	2				
Act Effct Green (s)	80.9	73.5	73.5	96.3	85.3		22.2	22.2	39.0		23.5	
Actuated g/C Ratio	0.51	0.46	0.46	0.60	0.53		0.14	0.14	0.24		0.15	
v/c Ratio	0.17	0.40	0.32	0.46	0.40		0.65	0.66	0.43		0.73	
Control Delay	17.9	31.2	4.6	19.7	24.4		71.2	76.6	21.6		73.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	17.9	31.2	4.6	19.7	24.4		71.2	76.6	21.6		73.7	
LOS	B	C	A	B	C		E	E	C		E	
Approach Delay		24.8			23.7			58.0			73.7	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	20	232	0	80	239		167	174	76		194	
Queue Length 95th (ft)	49	337	65	150	342		205	242	132		245	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	431	2374	873	426	2708		853	458	505		508	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.11	0.40	0.32	0.43	0.40		0.37	0.37	0.40		0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 13 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73

Intersection Signal Delay: 35.8
 Intersection Capacity Utilization 74.3%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1 26 s	 Ø2 (R) 63 s	 Ø3 26 s	 Ø4 45 s
 Ø5 26 s	 Ø6 (R) 63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

Existing Saturday Midday
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	802	170	447	874	52	141	287	641	119	372	196
Future Volume (vph)	138	802	170	447	874	52	141	287	641	119	372	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	0.99	0.99	1.00		0.98
Frt		0.974			0.992			0.921	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	4938	0	3433	3541	0	1752	3083	1441	1805	3539	1599
Flt Permitted	0.950			0.950			0.348			0.158		
Satd. Flow (perm)	1787	4938	0	3425	3541	0	640	3083	1421	300	3539	1571
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			193	112			
Link Speed (mph)		40			40			40				30
Link Distance (ft)		671			516			310				394
Travel Time (s)		11.4			8.8			5.3				9.0
Confl. Peds. (#/hr)	1		4	4		1	4		2	2		4
Confl. Bikes (#/hr)									1			2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	2%	2%	2%	1%	2%	3%	3%	2%	0%	2%	1%
Adj. Flow (vph)	139	810	172	452	883	53	142	290	647	120	376	198
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	139	982	0	452	936	0	142	614	323	120	376	198
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		1			1						0	
Act Effct Green (s)	15.2	56.5		22.2	63.5		37.9	26.0	48.2	36.6	25.3	40.5
Actuated g/C Ratio	0.11	0.40		0.16	0.45		0.27	0.19	0.34	0.26	0.18	0.29
v/c Ratio	0.72	0.49		0.83	0.58		0.53	0.84	0.57	0.60	0.59	0.43
Control Delay	79.9	34.0		70.7	32.5		42.1	48.1	23.8	46.9	55.6	37.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.9	34.0		70.7	32.5		42.1	48.1	23.8	46.9	55.6	37.1
LOS	E	C		E	C		D	D	C	D	E	D
Approach Delay		39.7			44.9			40.1			48.8	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	124	244		207	327		97	211	158	81	167	138
Queue Length 95th (ft)	189	335		264	488		138	268	227	118	204	175
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	293	1993		583	1608		293	936	580	234	910	546
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.49		0.78	0.58		0.48	0.66	0.56	0.51	0.41	0.36


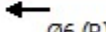

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84

Intersection Signal Delay: 43.0
 Intersection Capacity Utilization 81.6%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1 29 s	 Ø2 (R) 49 s	 Ø3 20 s	 Ø4 42 s
 Ø5 29 s	 Ø6 (R) 49 s	 Ø7 20 s	 Ø8 42 s

Lanes, Volumes, Timings
 30: Merrick Ave & Stewart Ave/Park Blvd

Existing Saturday Midday
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	246	123	9	232	187	93	473	34	233	550	361
Future Volume (vph)	410	246	123	9	232	187	93	473	34	233	550	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor			0.99	1.00			1.00				1.00	0.99
Frt			0.850		0.933			0.990			0.980	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3610	1583	1805	3350	0	1787	3445	0	1745	3292	1407
Flt Permitted	0.950			0.950			0.272			0.255		
Satd. Flow (perm)	3433	3610	1561	1803	3350	0	511	3445	0	468	3292	1387
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			126									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)			1	1			1					1
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	0%	2%	0%	1%	0%	1%	4%	0%	0%	3%	1%
Adj. Flow (vph)	418	251	126	9	237	191	95	483	35	238	561	368
Shared Lane Traffic (%)												23%
Lane Group Flow (vph)	418	251	126	9	428	0	95	518	0	238	646	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	18.2	40.1	49.4	5.3	18.5		31.7	22.4		40.4	26.9	46.1
Actuated g/C Ratio	0.19	0.42	0.52	0.06	0.20		0.33	0.24		0.43	0.28	0.49
v/c Ratio	0.63	0.16	0.14	0.09	0.66		0.34	0.64		0.64	0.69	0.42
Control Delay	41.6	19.1	2.9	53.1	42.1		21.5	37.5		27.4	35.7	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	41.6	19.1	2.9	53.1	42.1		21.5	37.5		27.4	35.7	15.3
LOS	D	B	A	D	D		C	D		C	D	B
Approach Delay		28.3			42.3			35.0			29.1	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	118	45	0	5	124		33	147		89	186	98
Queue Length 95th (ft)	210	103	31	25	221		78	242		181	314	197
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	980	1686	989	416	1288		419	1514		413	1447	811
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.43	0.15	0.13	0.02	0.33		0.23	0.34		0.58	0.45	0.35









Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 94.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69

Intersection Signal Delay: 32.0
 Intersection Capacity Utilization 69.5%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C













Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd

 Ø1	 Ø2	 Ø3	 Ø4
20 s	46 s	26 s	41 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	46 s	31 s	41 s

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

Existing Saturday Midday
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	360	714	20	16	348	167	40	98	60	545	80	856
Future Volume (vph)	360	714	20	16	348	167	40	98	60	545	80	856
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor	1.00				1.00							
Frt		0.996			0.951				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.963	
Satd. Flow (prot)	1805	6447	0	1805	4828	0	1805	1863	1615	1643	3308	2842
Flt Permitted	0.346			0.334			0.950			0.950	0.963	
Satd. Flow (perm)	656	6447	0	635	4828	0	1805	1863	1615	1643	3308	2842
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			85				70			841
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	375	744	21	17	363	174	42	102	63	568	83	892
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	375	765	0	17	537	0	42	102	63	284	367	892
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		1	1	
Act Effct Green (s)	76.3	67.2		51.9	46.7		14.0	14.0	19.2	31.7	31.7	61.3
Actuated g/C Ratio	0.54	0.48		0.37	0.33		0.10	0.10	0.14	0.23	0.23	0.44
v/c Ratio	0.68	0.25		0.06	0.32		0.23	0.55	0.22	0.77	0.49	0.52
Control Delay	28.6	23.8		21.4	31.4		59.6	70.5	6.5	63.7	48.5	3.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	23.8		21.4	31.4		59.6	70.5	6.5	63.7	48.5	3.2
LOS	C	C		C	C		E	E	A	E	D	A
Approach Delay		25.4			31.1			48.8			25.1	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	189	119		7	119		36	90	0	268	161	13
Queue Length 95th (ft)	#381	175		24	160		72	147	18	354	196	53
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	551	3097		443	1667		386	399	423	395	795	1717
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.25		0.04	0.32		0.11	0.26	0.15	0.72	0.46	0.52

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 27.6

Intersection LOS: C

Intersection Capacity Utilization 90.0% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave

↖ Ø1 24 s	→ Ø2 (R) 44 s	↖ Ø3 36 s	↘ Ø4 36 s
↙ Ø5 24 s	← Ø6 (R) 44 s		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

Existing Saturday Midday
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	171	751	154	177	789	122	2	225	424	198	3	163
Future Volume (vph)	171	751	154	177	789	122	2	225	424	198	3	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor		1.00		1.00				1.00		0.99		1.00
Frt		0.975			0.980					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	4995	0	3367	5040	0	0	1770	3574	2760	0	1805
Flt Permitted	0.950			0.950				0.450				0.345
Satd. Flow (perm)	1805	4995	0	3361	5040	0	0	837	3574	2723	0	655
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		31			20					206		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)			2	2				2		1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	4%	1%	0%	0%	2%	1%	3%	0%	0%
Adj. Flow (vph)	178	782	160	184	822	127	2	234	442	206	3	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	942	0	184	949	0	0	236	442	206	0	173
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Perm	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6			3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		8	3	8	1	7	7
Switch Phase												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	248	88
Future Volume (vph)	248	88
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1599
Flt Permitted		
Satd. Flow (perm)	3539	1578
Right Turn on Red		Yes
Satd. Flow (RTOR)		92
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		2
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	258	92
Shared Lane Traffic (%)		
Lane Group Flow (vph)	258	92
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5
Switch Phase		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

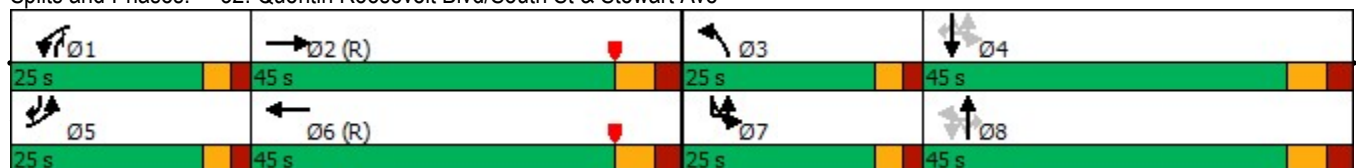
Existing Saturday Midday
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	32.0		5.0	32.0		12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		19.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		45.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		32.1%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		38.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0		7.0			
Flash Dont Walk (s)							30.0		30.0			
Pedestrian Calls (#/hr)							1		1			
Act Effct Green (s)	18.2	62.3		13.0	57.1			46.2	25.2	40.1		39.3
Actuated g/C Ratio	0.13	0.44		0.09	0.41			0.33	0.18	0.29		0.28
v/c Ratio	0.76	0.42		0.59	0.46			0.59	0.69	0.22		0.56
Control Delay	79.1	28.3		68.6	32.6			39.9	58.9	3.8		39.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	79.1	28.3		68.6	32.6			39.9	58.9	3.8		39.3
LOS	E	C		E	C			D	E	A		D
Approach Delay		36.4			38.5				41.0			
Approach LOS		D			D				D			
Queue Length 50th (ft)	158	200		84	221			166	203	0		117
Queue Length 95th (ft)	238	310		122	331			196	233	26		144
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	264	2239		481	2067			415	970	1059		368
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.67	0.42		0.38	0.46			0.57	0.46	0.19		0.47

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 38.8
 Intersection Capacity Utilization 78.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



	↓	↙
Lane Group	SBT	SBR
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	21.7	41.9
Actuated g/C Ratio	0.16	0.30
v/c Ratio	0.47	0.17
Control Delay	55.5	5.2
Queue Delay	0.0	0.0
Total Delay	55.5	5.2
LOS	E	A
Approach Delay	41.3	
Approach LOS	D	
Queue Length 50th (ft)	116	0
Queue Length 95th (ft)	138	31
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	960	565
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.27	0.16
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

Existing Saturday Midday
05/23/2024













Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1084	27	304	893	86	22	392	409	85	358	79
Future Volume (vph)	106	1084	27	304	893	86	22	392	409	85	358	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor											1.00	
Frt		0.996			0.987			0.925			0.977	
Flt Protected	0.950			0.950				0.999			0.992	
Satd. Flow (prot)	1805	5111	0	3433	3541	0	0	3258	0	0	3357	0
Flt Permitted	0.950			0.950				0.916			0.578	
Satd. Flow (perm)	1805	5111	0	3433	3541	0	0	2987	0	0	1956	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	4%	2%	0%	7%	0%	4%	1%	5%	4%	3%
Adj. Flow (vph)	108	1106	28	310	911	88	22	400	417	87	365	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	1134	0	310	999	0	0	839	0	0	533	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	

Lane Group Ø3

Lane Configurations
Traffic Volume (vph)
Future Volume (vph)
Ideal Flow (vphpl)
Storage Length (ft)
Storage Lanes
Taper Length (ft)
Lane Util. Factor
Ped Bike Factor
Frt
Flt Protected
Satd. Flow (prot)
Flt Permitted
Satd. Flow (perm)
Right Turn on Red
Satd. Flow (RTOR)
Link Speed (mph)
Link Distance (ft)
Travel Time (s)
Confl. Bikes (#/hr)
Peak Hour Factor
Heavy Vehicles (%)
Adj. Flow (vph)
Shared Lane Traffic (%)
Lane Group Flow (vph)
Enter Blocked Intersection
Lane Alignment
Median Width(ft)
Link Offset(ft)
Crosswalk Width(ft)
Two way Left Turn Lane
Headway Factor
Turning Speed (mph)
Number of Detectors
Detector Template
Leading Detector (ft)
Trailing Detector (ft)
Detector 1 Position(ft)
Detector 1 Size(ft)
Detector 1 Type
Detector 1 Channel
Detector 1 Extend (s)
Detector 1 Queue (s)
Detector 1 Delay (s)
Detector 2 Position(ft)
Detector 2 Size(ft)
Detector 2 Type
Detector 2 Channel
Detector 2 Extend (s)

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

Existing Saturday MIDDAY
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	12.7	45.8		16.9	53.1			46.3			46.3	
Actuated g/C Ratio	0.09	0.33		0.12	0.39			0.34			0.34	
v/c Ratio	0.65	0.66		0.73	0.73			0.83			0.81	
Control Delay	78.9	41.2		69.2	39.7			51.2			53.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	78.9	41.2		69.2	39.7			51.2			53.3	
LOS	E	D		E	D			D			D	
Approach Delay		44.5			46.6			51.2			53.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	97	315		142	396			374			235	
Queue Length 95th (ft)	163	384		195	501			#513			#352	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	290	1872		553	1430			1008			660	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.37	0.61		0.56	0.70			0.83			0.81	

Intersection Summary

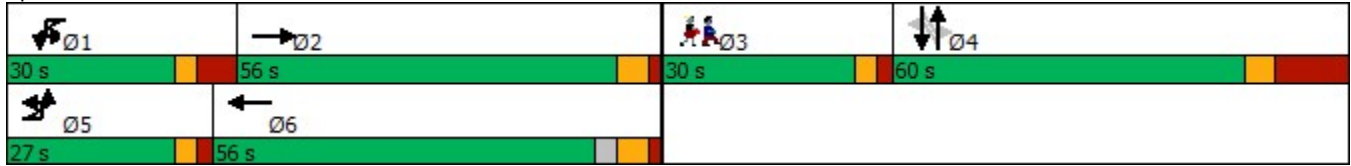
Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 137
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 47.8
 Intersection Capacity Utilization 105.1%
 Intersection LOS: D
 ICU Level of Service G







Lane Group	Ø3
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	30.0
Total Split (%)	17%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	







Analysis Period (min) 15

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	159	73	270	164	67	376
Future Volume (vph)	159	73	270	164	67	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor					0.99	
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3505	1384	3400	1613	3367	2787
Flt Permitted			0.646		0.950	
Satd. Flow (perm)	3505	1384	2312	1613	3349	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		77				396
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Confl. Peds. (#/hr)					3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	5%	3%	6%	4%	2%
Parking (#/hr)		0		0		
Adj. Flow (vph)	167	77	284	173	71	396
Shared Lane Traffic (%)						
Lane Group Flow (vph)	167	77	284	173	71	396
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						

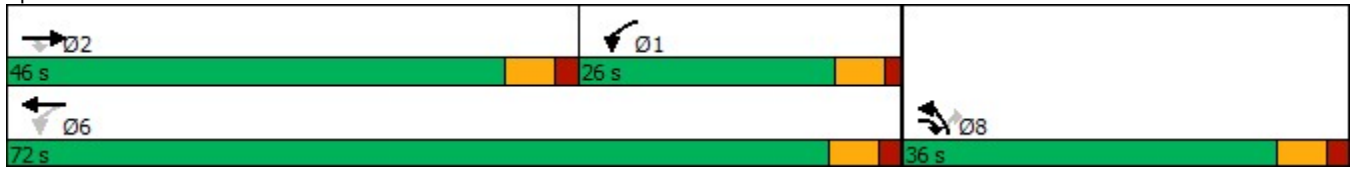
						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	9.5	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.2	23.2	21.0	20.5	9.6	9.6
Actuated g/C Ratio	0.29	0.55	0.50	0.48	0.23	0.23
v/c Ratio	0.17	0.10	0.21	0.22	0.09	0.42
Control Delay	13.2	1.4	6.5	7.0	14.3	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.2	1.4	6.5	7.0	14.3	3.8
LOS	B	A	A	A	B	A
Approach Delay	9.5			6.7	5.4	
Approach LOS	A			A	A	
Queue Length 50th (ft)	16	0	15	20	7	0
Queue Length 95th (ft)	36	9	33	50	19	27
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	3215	1018	2419	1613	2423	2117
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.08	0.12	0.11	0.03	0.19

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 42.3
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 6.7
 Intersection Capacity Utilization 39.8%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave















Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

Existing Saturday Midday
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	459	45	59	2	21	56	1	63	344	9	7	31
Future Volume (vph)	459	45	59	2	21	56	1	63	344	9	7	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor								1.00				
Frt			0.850		0.891				0.996			
Flt Protected	0.950	0.960		0.950				0.950				0.950
Satd. Flow (prot)	1595	3218	1615	1203	3087	0	0	1805	5152	0	0	1707
Flt Permitted	0.417	0.761		0.870				0.543				0.525
Satd. Flow (perm)	700	2551	1615	1102	3087	0	0	1029	5152	0	0	943
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			72		58				3			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)								3				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	4%	0%	50%	10%	2%	0%	0%	0%	11%	0%	7%
Adj. Flow (vph)	478	47	61	2	22	58	1	66	358	9	7	32
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	239	286	61	2	80	0	0	67	367	0	0	39
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	236	307
Future Volume (vph)	236	307
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3471	1553
Flt Permitted		
Satd. Flow (perm)	3471	1528
Right Turn on Red		Yes
Satd. Flow (RTOR)		320
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		3
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	4%	4%
Adj. Flow (vph)	246	320
Shared Lane Traffic (%)		
Lane Group Flow (vph)	246	320
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.0	16.0	16.0	11.0	11.0		10.0	10.0	11.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)	22.7	21.6	21.6	6.5	6.5			16.1	12.8			14.8
Actuated g/C Ratio	0.44	0.42	0.42	0.13	0.13			0.31	0.25			0.29
v/c Ratio	0.44	0.23	0.08	0.01	0.18			0.16	0.28			0.11
Control Delay	13.2	10.7	3.0	26.0	13.2			13.4	18.5			13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	13.2	10.7	3.0	26.0	13.2			13.4	18.5			13.1
LOS	B	B	A	C	B			B	B			B
Approach Delay		10.9			13.5				17.7			
Approach LOS		B			B				B			
Queue Length 50th (ft)	56	32	0	1	3			14	29			8
Queue Length 95th (ft)	117	61	16	6	22			39	71			26
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	742	2432	1444	590	1680			669	4015			630
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.32	0.12	0.04	0.00	0.05			0.10	0.09			0.06

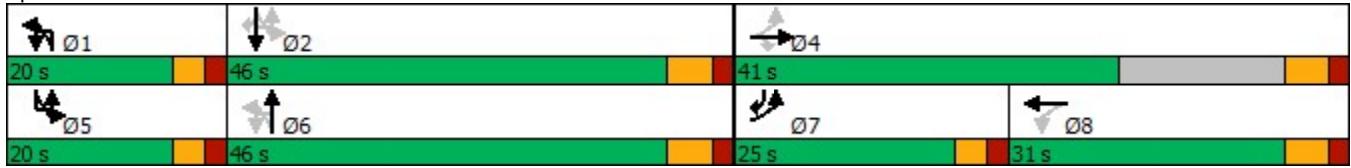
Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 51.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 12.8
 Intersection Capacity Utilization 45.7%
 Intersection LOS: B
 ICU Level of Service A

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	16.0	10.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	10.7	25.5
Actuated g/C Ratio	0.21	0.50
v/c Ratio	0.34	0.35
Control Delay	22.0	2.3
Queue Delay	0.0	0.0
Total Delay	22.0	2.3
LOS	C	A
Approach Delay	11.0	
Approach LOS	B	
Queue Length 50th (ft)	38	0
Queue Length 95th (ft)	77	31
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	2705	1085
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.09	0.29
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



Lanes, Volumes, Timings
 36: Charles Lindbergh Blvd & Meadow St/Drwy

Existing Saturday Midday
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	87	19	17	0	0	0	0	1	375	171
Future Volume (vph)	0	1	87	19	17	0	0	0	0	1	375	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor			0.99	1.00						1.00		0.98
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1773	1546	1925	1900	0	0	0	0	1685	5036	1449
Flt Permitted				0.757						0.950		
Satd. Flow (perm)	0	1773	1525	1532	1900	0	0	0	0	1681	5036	1427
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			94									184
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)			1	1			2		1	1		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	3%	4%
Adj. Flow (vph)	0	1	94	20	18	0	0	0	0	1	403	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	94	20	18	0	0	0	0	1	403	184
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0

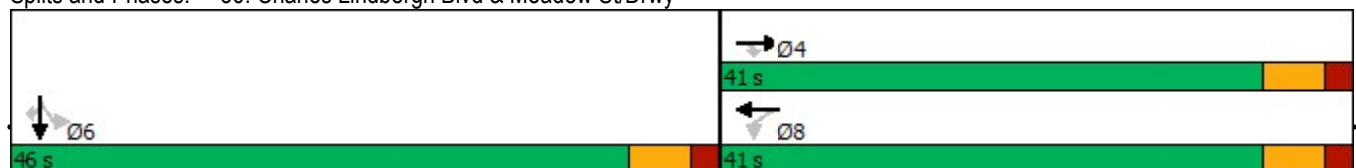
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	0	0					0	0	0
Act Effct Green (s)		10.4	10.4	10.4	10.4					30.5	30.5	30.5
Actuated g/C Ratio		0.21	0.21	0.21	0.21					0.62	0.62	0.62
v/c Ratio		0.00	0.24	0.06	0.04					0.00	0.13	0.19
Control Delay		13.0	5.4	14.2	13.9					8.0	6.3	2.4
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		13.0	5.4	14.2	13.9					8.0	6.3	2.4
LOS		B	A	B	B					A	A	A
Approach Delay		5.5			14.0						5.1	
Approach LOS		A			B						A	
Queue Length 50th (ft)		0	0	4	4					0	15	0
Queue Length 95th (ft)		3	24	16	15					3	47	30
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		1286	1132	1111	1378					1437	4306	1246
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.00	0.08	0.02	0.01					0.00	0.09	0.15

Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 48.8
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.24
 Intersection Signal Delay: 5.6
 Intersection Capacity Utilization 49.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A










Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy



Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

Existing Saturday Midday
 05/23/2024

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Lane Configurations	↑↑↑	↔		↔	↑↑↑		↔		↔
Traffic Volume (vph)	1346	59	68	411	1526	10	482	19	8
Future Volume (vph)	1346	59	68	411	1526	10	482	19	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	11	12
Storage Length (ft)		55		150		0	205		0
Storage Lanes		1		2		0	1		1
Taper Length (ft)				85					
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.91	0.88	1.00	1.00
Ped Bike Factor		0.97		1.00	1.00				0.99
Frt		0.850			0.999		0.850		0.865
Flt Protected				0.950					
Satd. Flow (prot)	4964	1561	0	3152	4959	0	2721	0	1644
Flt Permitted				0.950					
Satd. Flow (perm)	4964	1518	0	3148	4959	0	2721	0	1620
Right Turn on Red			No			Yes		No	Yes
Satd. Flow (RTOR)					1				37
Link Speed (mph)	40				40				
Link Distance (ft)	625				576				
Travel Time (s)	10.7				9.8				
Confl. Peds. (#/hr)		4		4		2			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	0%	0%	0%	1%	0%	1%	0%	0%
Adj. Flow (vph)	1373	60	69	419	1557	10	492	19	8
Shared Lane Traffic (%)									
Lane Group Flow (vph)	1373	129	0	419	1567	0	511	0	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	Right	R NA
Median Width(ft)	18				18				
Link Offset(ft)	0				0				
Crosswalk Width(ft)	16				16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9	9
Number of Detectors	0	0		2	0		2		0
Detector Template									
Leading Detector (ft)	0	0		50	0		50		0
Trailing Detector (ft)	0	0		0	0		0		0
Detector 1 Position(ft)	0	0		0	0		0		0
Detector 1 Size(ft)	0	0		20	0		20		0
Detector 1 Type				Cl+Ex			Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)				30			30		
Detector 2 Size(ft)				20			20		
Detector 2 Type				Cl+Ex			Cl+Ex		
Detector 2 Channel									

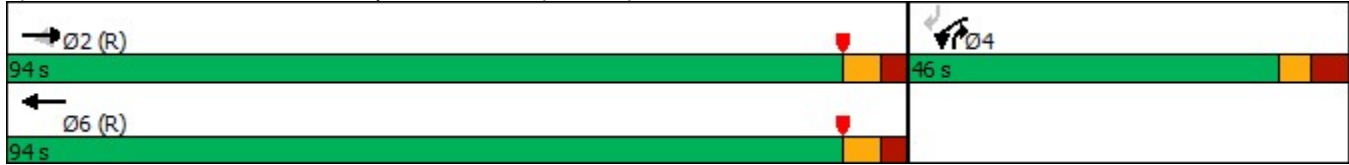
									
Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Detector 2 Extend (s)				0.0			0.0		
Turn Type	NA	Perm		Prot	NA		Over		Perm
Protected Phases	2			4	6		4		
Permitted Phases		2							4
Detector Phase	2	2		4	6		4		4
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	17.0		17.6		17.6
Total Split (s)	94.0	94.0		46.0	94.0		46.0		46.0
Total Split (%)	67.1%	67.1%		32.9%	67.1%		32.9%		32.9%
Maximum Green (s)	87.0	87.0		38.4	87.0		38.4		38.4
Yellow Time (s)	4.0	4.0		3.5	4.0		3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0		4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0		7.6		7.6
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		3.0	0.2		3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max		None		None
Walk Time (s)	7.0	7.0		7.0			7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0			31.0		31.0
Pedestrian Calls (#/hr)	1	1		0			0		0
Act Effct Green (s)	93.0	93.0		32.4	93.0		32.4		32.4
Actuated g/C Ratio	0.66	0.66		0.23	0.66		0.23		0.23
v/c Ratio	0.42	0.13		0.58	0.48		0.81		0.02
Control Delay	11.8	9.8		43.1	6.2		61.5		0.1
Queue Delay	0.0	0.0		0.0	0.2		0.0		0.0
Total Delay	11.8	9.8		43.1	6.4		61.5		0.1
LOS	B	A		D	A		E		A
Approach Delay	11.7				14.2				
Approach LOS	B				B				
Queue Length 50th (ft)	201	41		179	134		250		0
Queue Length 95th (ft)	260	76		m191	m136		309		0
Internal Link Dist (ft)	545				496				
Turn Bay Length (ft)		55		150			205		
Base Capacity (vph)	3297	1008		864	3295		746		471
Starvation Cap Reductn	0	0		0	742		0		0
Spillback Cap Reductn	108	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0		0
Reduced v/c Ratio	0.43	0.13		0.48	0.61		0.68		0.02

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 81 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81

Intersection Signal Delay: 19.2
 Intersection Capacity Utilization 60.5%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke















Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

Existing Saturday Midday
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	417	1421	18	20	1381	204	95	151	8	182	80	421
Future Volume (vph)	417	1421	18	20	1381	204	95	151	8	182	80	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99	1.00		1.00	0.98	0.97
Frt		0.998			0.981			0.992			0.897	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3120	4952	0	1745	4866	0	1745	1758	0	1745	1521	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3118	4952	0	1738	4866	0	1727	1758	0	1739	1521	1430
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	3		14	14		3	13		4	4		13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	444	1512	19	21	1469	217	101	161	9	194	85	448
Shared Lane Traffic (%)												42%
Lane Group Flow (vph)	444	1531	0	21	1686	0	101	170	0	194	273	260
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	26.0		11.0	26.0		43.0	43.0		11.0	11.0	11.0
Total Split (s)	34.0	60.0		20.0	46.0		26.0	26.0		34.0	34.0	34.0
Total Split (%)	24.3%	42.9%		14.3%	32.9%		18.6%	18.6%		24.3%	24.3%	24.3%
Maximum Green (s)	28.0	54.0		14.0	40.0		20.0	20.0		28.0	28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		4			1		5	5		1	1	
Act Effct Green (s)	23.7	65.9		10.4	48.1		16.9	16.9		27.3	27.3	51.0
Actuated g/C Ratio	0.17	0.47		0.07	0.34		0.12	0.12		0.20	0.20	0.36
v/c Ratio	0.84	0.66		0.16	1.01		0.48	0.81		0.57	0.92	0.49
Control Delay	63.9	26.2		82.5	78.7		64.6	86.5		58.1	90.5	33.0
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	63.9	26.4		82.5	78.7		64.6	86.5		58.1	90.5	33.0
LOS	E	C		F	E		E	F		E	F	C
Approach Delay		34.8			78.8			78.3			61.3	
Approach LOS		C			E			E			E	
Queue Length 50th (ft)	156	481		17	~612		86	152		158	252	170
Queue Length 95th (ft)	215	508		m44	#798		146	232		245	#433	247
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	624	2329		174	1672		249	251		354	309	572
Starvation Cap Reductn	0	141		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.71	0.70		0.12	1.01		0.41	0.68		0.55	0.88	0.45

Intersection Summary

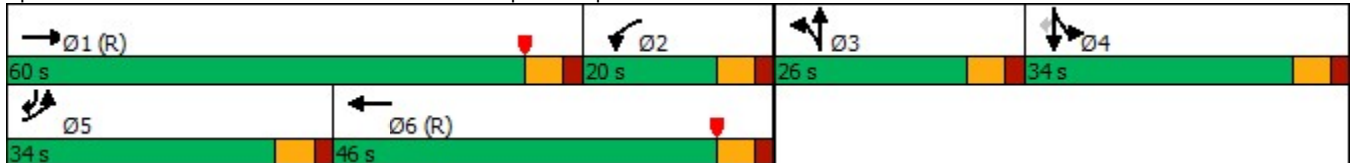
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 45 (32%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01

Intersection Signal Delay: 57.5
 Intersection Capacity Utilization 88.1%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service E































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

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (vph)	293	1199	134	237	1263	150	271	372	179	296	310	183
Future Volume (vph)	293	1199	134	237	1263	150	271	372	179	296	310	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00				1.00		1.00		0.98	1.00		0.98
Frt		0.985			0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4895	0	3152	4876	0	3268	3455	1546	3268	3455	1425
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3234	4895	0	3152	4876	0	3254	3455	1514	3253	3455	1398
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	5					5	6		7	7		6
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	1%	1%	0%	1%	2%
Adj. Flow (vph)	305	1249	140	247	1316	156	282	388	186	308	323	191
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	1389	0	247	1472	0	282	388	186	308	323	191
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	26.0	50.0		26.0	50.0		26.0	38.0	26.0	26.0	38.0	26.0
Total Split (%)	18.6%	35.7%		18.6%	35.7%		18.6%	27.1%	18.6%	18.6%	27.1%	18.6%
Maximum Green (s)	19.0	42.0		19.0	42.0		19.0	30.0	19.0	19.0	30.0	19.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		2			2			0			2	
Act Effct Green (s)	16.8	57.0		15.1	55.3		18.8	20.1	36.2	17.8	19.0	36.8
Actuated g/C Ratio	0.12	0.41		0.11	0.40		0.13	0.14	0.26	0.13	0.14	0.26
v/c Ratio	0.79	0.70		0.73	0.76		0.64	0.78	0.47	0.74	0.69	0.52
Control Delay	74.4	38.2		72.7	41.2		64.4	69.2	28.3	69.8	64.8	28.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	38.2		72.7	41.2		64.4	69.2	28.3	69.8	64.8	28.9
LOS	E	D		E	D		E	E	C	E	E	C
Approach Delay		44.8			45.7			58.7			58.3	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	140	379		113	424		125	182	97	141	151	98
Queue Length 95th (ft)	191	#550		156	#610		176	231	116	184	184	121
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	441	1992		427	1927		463	740	437	467	740	394
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.70		0.58	0.76		0.61	0.52	0.43	0.66	0.44	0.48















Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 49.6
 Intersection Capacity Utilization 87.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



							Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations	 		 	 		 	
Traffic Volume (vph)	411	49	409	530	0	321	
Future Volume (vph)	411	49	409	530	0	321	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor	1.00		1.00				
Frt	0.984					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3302	0	3204	3303	0	2814	
Flt Permitted			0.950				
Satd. Flow (perm)	3302	0	3198	3303	0	2814	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						97	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)		4	4		3		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	4%	2%	2%	2%	0%	1%	
Adj. Flow (vph)	424	51	422	546	0	331	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	475	0	422	546	0	331	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

	↑	↖	↙	↓	↘	↗	
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	1						0
Act Effct Green (s)	20.1		44.7	18.6		44.7	
Actuated g/C Ratio	0.26		0.58	0.24		0.58	
v/c Ratio	0.55		0.23	0.68		0.20	
Control Delay	28.1		7.9	30.9		5.4	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	28.1		7.9	30.9		5.4	
LOS	C		A	C		A	
Approach Delay	28.1			20.9	5.4		
Approach LOS	C			C	A		
Queue Length 50th (ft)	102		45	124		26	
Queue Length 95th (ft)	166		65	174		44	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	862		2283	1510		2033	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.55		0.18	0.36		0.16	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 76.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 19.9
 Intersection Capacity Utilization 38.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A













Splits and Phases: 47: Merrick Ave & Bellmore Ave



Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

Existing Saturday Midday
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	183	30	132	142	41	39	422	149	51	418	140
Future Volume (vph)	119	183	30	132	142	41	39	422	149	51	418	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00			1.00			0.99			1.00	
Frt		0.979			0.966			0.961			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3320	0	1668	3165	0	1745	3321	0	1711	3241	0
Flt Permitted	0.629			0.610			0.366			0.357		
Satd. Flow (perm)	1054	3320	0	1071	3165	0	672	3321	0	643	3241	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			44			73			67	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)	1					1			1	1		
Confl. Bikes (#/hr)			2			1			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	7%	1%	8%	0%	0%	4%	2%	2%	4%	1%
Adj. Flow (vph)	127	195	32	140	151	44	41	449	159	54	445	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	227	0	140	195	0	41	608	0	54	594	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0		20.0
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0		36.0
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%		45.6%
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0		6.0
Lead/Lag				Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2		0.2
Recall Mode	Max	Max		None			Max	Max		Max		Max
Walk Time (s)	8.0	8.0					1.0	1.0		1.0		1.0
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0		0.0
Pedestrian Calls (#/hr)	0	0					0	0		0		0
Act Effct Green (s)	26.0	26.0		35.1	39.1		30.0	30.0		30.0		30.0
Actuated g/C Ratio	0.33	0.33		0.44	0.49		0.38	0.38		0.38		0.38
v/c Ratio	0.37	0.21		0.27	0.12		0.16	0.47		0.22		0.47
Control Delay	24.7	18.0		12.5	8.4		19.1	17.8		20.4		18.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	24.7	18.0		12.5	8.4		19.1	17.8		20.4		18.0
LOS	C	B		B	A		B	B		C		B
Approach Delay		20.4			10.1			17.9				18.2
Approach LOS		C			B			B				B
Queue Length 50th (ft)	47	37		36	20		13	101		18		100
Queue Length 95th (ft)	99	66		67	36		38	155		48		154
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	346	1107		585	1559		254	1304		243		1270
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.37	0.21		0.24	0.13		0.16	0.47		0.22		0.47

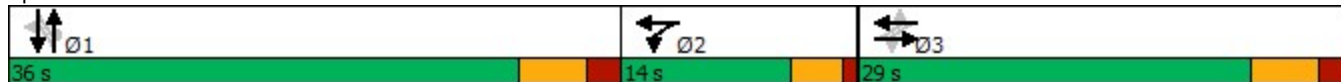
Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 79.1
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.47

Intersection Signal Delay: 17.1
Intersection Capacity Utilization 67.3%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd



Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

Existing Saturday Midday
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	48	218	161	29	85	198	204	46	57	208	570	178
Future Volume (vph)	48	218	161	29	85	198	204	46	57	208	570	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99				0.99	1.00			1.00	1.00	
Frt		0.930					0.973				0.964	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1685	3147	0	0	0	1620	3280	0	0	1652	3279	0
Flt Permitted	0.589					0.405				0.348		
Satd. Flow (perm)	1044	3147	0	0	0	687	3280	0	0	605	3279	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	1		3	3	3	3		1		1		1
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	9%	1%	0%	1%	0%	4%	0%	2%	2%	3%	0%
Adj. Flow (vph)	51	229	169	31	89	208	215	48	60	219	600	187
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	429	0	0	0	297	263	0	0	279	787	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	3 4		1	1	1 2	
Permitted Phases	4				3 4	3 4			1 2	1 2		

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	40	256	187	31
Future Volume (vph)	40	256	187	31
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Frt		0.931		
Flt Protected	0.950			
Satd. Flow (prot)	1685	3150	0	0
Flt Permitted	0.354			
Satd. Flow (perm)	628	3150	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	1		1	1
Confl. Bikes (#/hr)			1	1
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	3%
Adj. Flow (vph)	42	269	197	33
Shared Lane Traffic (%)				
Lane Group Flow (vph)	42	499	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			

Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

Existing Saturday Midday
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Detector Phase	4	4			3	3	3 4		1	1	1 2	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	17.1	17.1				34.3	39.5			34.7	39.8	
Actuated g/C Ratio	0.19	0.19				0.38	0.44			0.39	0.44	
v/c Ratio	0.26	0.72				0.71	0.18			0.71	0.54	
Control Delay	36.9	42.3				28.6	16.1			30.9	20.7	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	36.9	42.3				28.6	16.1			30.9	20.7	
LOS	D	D				C	B			C	C	
Approach Delay		41.7					22.7				23.4	
Approach LOS		D					C				C	
Queue Length 50th (ft)	23	111				99	41			98	158	
Queue Length 95th (ft)	72	221				239	96			#216	283	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	361	1090				508	1937			391	1456	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.14	0.39				0.58	0.14			0.71	0.54	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 89.7
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 30.1
 Intersection Capacity Utilization 104.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: C
 ICU Level of Service G

Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave















Lane Group	SBL	SBT	SBR	SBR2
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	1	1		
Act Effct Green (s)	19.1	19.1		
Actuated g/C Ratio	0.21	0.21		
v/c Ratio	0.31	0.74		
Control Delay	38.4	41.1		
Queue Delay	0.0	0.0		
Total Delay	38.4	41.1		
LOS	D	D		
Approach Delay		40.9		
Approach LOS		D		
Queue Length 50th (ft)	19	134		
Queue Length 95th (ft)	57	226		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	134	671		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.31	0.74		
Intersection Summary				

Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

Existing Saturday MIDDAY
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	502	68	107	446	137	100	355	53	164	364	74
Future Volume (vph)	142	502	68	107	446	137	100	355	53	164	364	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99		0.99	1.00		0.99	0.99	
Frt		0.982			0.965			0.981			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	3292	0	1652	3249	0	1668	1795	0	1668	1811	0
Flt Permitted	0.290			0.358			0.267			0.210		
Satd. Flow (perm)	500	3292	0	617	3249	0	466	1795	0	366	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			43			8			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	10		11	11		10	14		16	16		14
Confl. Bikes (#/hr)			1			3			6			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	4%	0%	2%	3%	1%	1%	3%	6%	1%	2%	0%
Adj. Flow (vph)	145	512	69	109	455	140	102	362	54	167	371	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	581	0	109	595	0	102	416	0	167	447	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

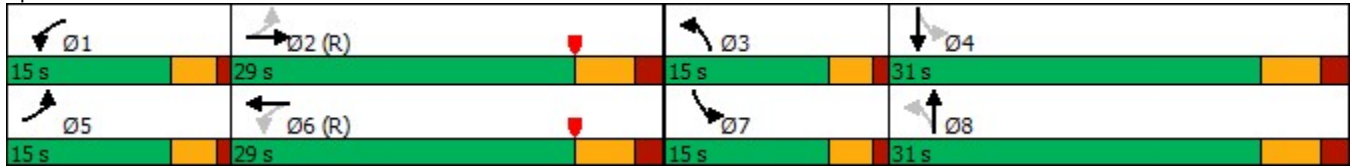
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	14.0		7.0	14.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		5			5			4			3	
Act Effct Green (s)	40.0	30.3		37.6	27.6		33.7	24.0		37.8	27.7	
Actuated g/C Ratio	0.44	0.34		0.42	0.31		0.37	0.27		0.42	0.31	
v/c Ratio	0.43	0.52		0.31	0.58		0.37	0.86		0.57	0.79	
Control Delay	19.4	27.7		17.5	28.6		18.1	49.1		23.1	40.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.4	27.7		17.5	28.6		18.1	49.1		23.1	40.1	
LOS	B	C		B	C		B	D		C	D	
Approach Delay		26.1			26.8			43.0			35.5	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	48	144		36	144		32	214		54	223	
Queue Length 95th (ft)	87	211		68	208		61	#372		95	#402	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	368	1125		403	1044		338	518		315	565	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.52		0.27	0.57		0.30	0.80		0.53	0.79	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 32.0
 Intersection Capacity Utilization 72.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave















Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

Existing Saturday Midday
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	649	63	31	596	306	84	242	29	271	254	31
Future Volume (vph)	18	649	63	31	596	306	84	242	29	271	254	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.96		1.00				
Frt		0.987				0.850		0.984			0.983	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3332	0	1745	3421	1463	1604	1805	0	1636	1790	0
Flt Permitted		0.929		0.214			0.577			0.313		
Satd. Flow (perm)	0	3098	0	392	3421	1403	974	1805	0	539	1790	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		11						6			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	14		5	5		14						
Confl. Bikes (#/hr)			2						1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	3%	2%	0%	2%	3%	5%	0%	0%	3%	1%	0%
Adj. Flow (vph)	19	683	66	33	627	322	88	255	31	285	267	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	768	0	33	627	322	88	286	0	285	300	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
 51: Brookside Ave/Uniondale Ave & Nassau Rd

Existing Saturday Midday
 05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	0	0			1	1						
Act Effct Green (s)		31.5		39.3	38.3	38.3	17.5	17.5		34.8	33.8	
Actuated g/C Ratio		0.37		0.47	0.45	0.45	0.21	0.21		0.41	0.40	
v/c Ratio		0.66		0.11	0.40	0.51	0.44	0.75		0.81	0.42	
Control Delay		27.0		13.9	16.6	20.2	37.6	44.6		39.1	20.5	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		27.0		13.9	16.6	20.2	37.6	44.6		39.1	20.5	
LOS		C		B	B	C	D	D		D	C	
Approach Delay		27.0			17.7			43.0			29.5	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		192		9	114	119	43	149		114	118	
Queue Length 95th (ft)		285		26	169	209	92	242		#242	193	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1165		329	1856	761	270	504		354	846	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.66		0.10	0.34	0.42	0.33	0.57		0.81	0.35	

Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 84.3
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 26.4
 Intersection Capacity Utilization 82.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

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








Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



Lanes, Volumes, Timings
52: Stewart Ave & Ring Rd West (Roosevelt Field)

Existing Saturday Midday
05/23/2024

Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	558	1187	932	159	7	78	459
Future Volume (vph)	558	1187	932	159	7	78	459
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Ped Bike Factor	1.00		1.00				
Frt			0.978			0.890	0.850
Flt Protected	0.950					0.987	
Satd. Flow (prot)	1668	4841	4846	0	0	3100	1407
Flt Permitted	0.174					0.987	
Satd. Flow (perm)	305	4841	4846	0	0	3100	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			31			242	8
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Confl. Peds. (#/hr)	1			1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%	1%
Adj. Flow (vph)	587	1249	981	167	7	82	483
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	587	1249	1148	0	0	331	241
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2

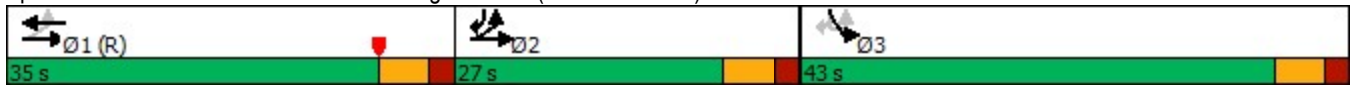
							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Permitted Phases	1 2				3		3
Detector Phase	2	1 2	1		3	3	2
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	76.1	82.1	46.2			10.9	46.8
Actuated g/C Ratio	0.72	0.78	0.44			0.10	0.45
v/c Ratio	0.96	0.33	0.53			0.62	0.38
Control Delay	57.5	3.7	21.7			18.2	21.5
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	57.5	3.7	21.7			18.2	21.5
LOS	E	A	C			B	C
Approach Delay		20.9	21.7			19.6	
Approach LOS		C	C			B	
Queue Length 50th (ft)	280	68	194			29	113
Queue Length 95th (ft)	#561	101	230			70	189
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	609	3786	2150			1249	631
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	0.96	0.33	0.53			0.27	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 21.0
 Intersection Capacity Utilization 75.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

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

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

Existing Saturday MIDDAY
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	29	1786	565	34	359	1577	107	447	48	622	176
Future Volume (vph)	7	29	1786	565	34	359	1577	107	447	48	622	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00		0.98		1.00	1.00			0.99	0.98	1.00
Frt				0.850			0.990			0.889	0.850	
Flt Protected		0.950				0.950			0.950	0.994		0.950
Satd. Flow (prot)	0	1685	4964	1605	0	3385	6131	0	3113	1422	1534	1754
Flt Permitted		0.950				0.950			0.950	0.994		0.950
Satd. Flow (perm)	0	1684	4964	1578	0	3384	6131	0	3113	1422	1511	1749
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				236			9			91	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		2		3		3		2			5	5
Confl. Bikes (#/hr)				4								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	4%	0%	0%	2%	0%	2%	0%	0%	1%
Adj. Flow (vph)	7	31	1880	595	36	378	1660	113	471	51	655	185
Shared Lane Traffic (%)									10%		43%	36%
Lane Group Flow (vph)	0	38	1880	595	0	414	1773	0	424	380	373	118
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↙	↙
Traffic Volume (vph)	52	77
Future Volume (vph)	52	77
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.973	
Satd. Flow (prot)	1688	1615
Flt Permitted	0.973	
Satd. Flow (perm)	1685	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	55	81
Shared Lane Traffic (%)		
Lane Group Flow (vph)	122	81
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	1			2		1	1		
Act Effct Green (s)		9.2	53.1	98.1		22.8	66.7		45.0	45.0	73.8	15.1
Actuated g/C Ratio		0.06	0.33	0.61		0.14	0.42		0.28	0.28	0.46	0.09
v/c Ratio		0.40	1.14	0.56		0.86	0.69		0.49	0.82	0.51	0.72
Control Delay		101.8	112.8	8.0		84.6	40.4		49.9	55.4	27.4	93.3
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		101.8	112.8	8.0		84.6	40.5		49.9	55.4	27.4	93.3
LOS		F	F	A		F	D		D	E	C	F
Approach Delay			87.8				48.8			44.5		
Approach LOS			F				D			D		
Queue Length 50th (ft)		42	~886	291		219	445		202	338	232	127
Queue Length 95th (ft)		m61	m#925	m216		#292	508		261	#513	336	#217
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	1648	1075		507	2562		896	474	739	175
Starvation Cap Reductn		0	0	12		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	51		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.15	1.14	0.56		0.82	0.71		0.47	0.80	0.50	0.67

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated







Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	15.1	24.3
Actuated g/C Ratio	0.09	0.15
v/c Ratio	0.77	0.33
Control Delay	99.7	34.1
Queue Delay	0.0	0.0
Total Delay	99.7	34.1
LOS	F	C
Approach Delay	80.8	
Approach LOS	F	
Queue Length 50th (ft)	132	42
Queue Length 95th (ft)	#233	70
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	168	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.73	0.20
Intersection Summary		

Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 65.5
 Intersection Capacity Utilization 100.8%
 Analysis Period (min) 15













Intersection LOS: E
 ICU Level of Service G

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

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	1133	403	25	1042	86	260	95	20	92	96	102
Future Volume (vph)	124	1133	403	25	1042	86	260	95	20	92	96	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.99		1.00			1.00		1.00	0.99	
Frt			0.850		0.989			0.974			0.923	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3622	1599	1685	3468	0	3236	1722	0	1770	1635	0
Flt Permitted	0.119			0.157			0.950			0.950		
Satd. Flow (perm)	214	3622	1575	278	3468	0	3236	1722	0	1764	1635	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			273		6			7				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)	1					1			2	2		
Confl. Bikes (#/hr)			4			1			2			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	3%	1%	0%	3%	0%	1%	0%	0%	2%	3%	3%
Adj. Flow (vph)	131	1193	424	26	1097	91	274	100	21	97	101	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	131	1193	424	26	1188	0	274	121	0	97	208	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20				20
Link Offset(ft)		0			0			0				-12
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex







Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	84.0	76.0	76.0	75.8	68.3		17.4	17.4		22.6	22.6	
Actuated g/C Ratio	0.60	0.54	0.54	0.54	0.49		0.12	0.12		0.16	0.16	
v/c Ratio	0.56	0.61	0.43	0.13	0.70		0.68	0.55		0.34	0.79	
Control Delay	23.7	26.0	9.5	16.0	32.6		67.3	63.3		53.9	76.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.7	26.0	9.5	16.0	32.6		67.3	63.3		53.9	76.6	
LOS	C	C	A	B	C		E	E		D	E	
Approach Delay		21.8			32.3			66.1			69.4	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	49	400	73	9	428		125	99		79	184	
Queue Length 95th (ft)	99	575	190	28	#685		167	161		129	263	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	271	1966	979	294	1694		785	423		366	338	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.48	0.61	0.43	0.09	0.70		0.35	0.29		0.27	0.62	












Intersection Summary







Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 13 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 34.0
 Intersection Capacity Utilization 75.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

 Ø1 17 s	 Ø2 (R) 48 s	 Ø4 35 s	 Ø8 40 s
 Ø5 17 s	 Ø6 (R) 48 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	268	338	204	1014	832	187
Future Volume (vph)	268	338	204	1014	832	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.972	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1787	3505	3378	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1599	374	3505	3378	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		12			34	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	3%	4%	2%
Adj. Flow (vph)	279	352	213	1056	867	195
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	352	213	1056	1062	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

Lane Group						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	14.9	33.2	36.5	38.5	20.1	
Actuated g/C Ratio	0.23	0.51	0.56	0.59	0.31	
v/c Ratio	0.37	0.43	0.41	0.51	1.00	
Control Delay	22.4	11.4	9.8	9.8	53.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.4	11.4	9.8	9.8	53.0	
LOS	C	B	A	A	D	
Approach Delay	16.3			9.8	53.0	
Approach LOS	B			A	D	
Queue Length 50th (ft)	48	78	31	111	~214	
Queue Length 95th (ft)	78	132	83	211	#414	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1289	822	539	2030	1063	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.22	0.43	0.40	0.52	1.00	

Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 65.4
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 26.6
 Intersection Capacity Utilization 61.3%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: C
 ICU Level of Service B















Queue shown is maximum after two cycles.







95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	24	24	12	1279	1030	26
Future Volume (vph)	24	24	12	1279	1030	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor	1.00		1.00		1.00	
Frt		0.850			0.996	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1805	5036	3483	0
Flt Permitted	0.950		0.161			
Satd. Flow (perm)	1734	1615	305	5036	3483	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		26			3	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)	1		11			11
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	0%	3%	3%	8%
Adj. Flow (vph)	26	26	13	1361	1096	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	26	13	1361	1124	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	
Permitted Phases		3	1 2			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	4	4				
Act Effct Green (s)	10.4	10.4	35.9	44.8	24.9	
Actuated g/C Ratio	0.18	0.18	0.61	0.76	0.42	
v/c Ratio	0.09	0.09	0.03	0.35	0.76	
Control Delay	19.6	8.2	8.3	6.1	26.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.6	8.2	8.3	6.1	26.5	
LOS	B	A	A	A	C	
Approach Delay	13.9			6.1	26.5	
Approach LOS	B			A	C	
Queue Length 50th (ft)	10	0	1	63	182	
Queue Length 95th (ft)	23	15	12	197	#531	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	816	773	599	3950	1474	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.03	0.03	0.02	0.34	0.76	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 58.9
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 15.2
 Intersection Capacity Utilization 44.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A






























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

Splits and Phases: 56: Merrick Ave & Privado Rd















Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	26	754	212	186	715	43	204	86	111	31	162	41
Future Volume (vph)	26	754	212	186	715	43	204	86	111	31	162	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00			1.00				1.00	1.00
Frt			0.850			0.850		0.916			0.976	
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1562	5036	1463	1652	5085	1478	1608	1544	0	0	1799	0
Flt Permitted	0.950			0.950			0.544				0.930	
Satd. Flow (perm)	1562	5036	1431	1650	5085	1478	921	1544	0	0	1685	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						120		87			14	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)			1	1			1					1
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	3%	2%	2%	2%	1%	2%	1%	3%	2%	2%
Adj. Flow (vph)	27	777	219	192	737	44	210	89	114	32	167	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	777	219	192	737	44	210	203	0	0	241	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	26.0	26.0	20.0	35.0	35.0	34.0	34.0		34.0	34.0	
Total Split (%)	13.8%	32.5%	32.5%	25.0%	43.8%	43.8%	42.5%	42.5%		42.5%	42.5%	
Maximum Green (s)	6.0	18.6	18.6	15.0	27.6	27.6	27.2	27.2		27.2	27.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.4	27.1	27.1	12.6	40.3	40.3	21.1	21.1				21.1
Actuated g/C Ratio	0.07	0.34	0.34	0.16	0.50	0.50	0.26	0.26				0.26
v/c Ratio	0.25	0.46	0.45	0.74	0.29	0.05	0.86	0.43				0.53
Control Delay	41.2	23.7	27.9	49.3	14.2	0.1	59.1	15.4				26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	41.2	23.7	27.9	49.3	14.2	0.1	59.1	15.4				26.9
LOS	D	C	C	D	B	A	E	B				C
Approach Delay		25.0			20.5			37.6				26.9
Approach LOS		C			C			D				C
Queue Length 50th (ft)	13	114	88	91	66	0	98	45				95
Queue Length 95th (ft)	38	170	#188	#158	134	0	#186	93				148
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	117	1707	485	309	2560	803	313	582				582
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.23	0.46	0.45	0.62	0.29	0.05	0.67	0.35				0.41

Intersection Summary

Area Type: Other

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 35 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 25.5
 Intersection LOS: C
 Intersection Capacity Utilization 70.6%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke



Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

Existing Saturday Midday
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	91	21	48	58	153	12	482	50	124	471	12
Future Volume (vph)	26	91	21	48	58	153	12	482	50	124	471	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.98	0.99	1.00		1.00	1.00	
Frt		0.979				0.850		0.986			0.996	
Flt Protected		0.991			0.978		0.950			0.950		
Satd. Flow (prot)	0	1815	0	0	1745	1599	1624	3366	0	1624	3258	0
Flt Permitted		0.917			0.829		0.460			0.424		
Satd. Flow (perm)	0	1679	0	0	1478	1573	781	3366	0	725	3258	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				165		16			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	1		3	3		1	9		1	1		9
Confl. Bikes (#/hr)						5			1			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	4%	2%	1%	0%	2%	2%	0%	3%	0%
Adj. Flow (vph)	28	98	23	52	62	165	13	518	54	133	506	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	114	165	13	572	0	133	519	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	27.5	27.5		27.5	27.5	27.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	3	3		3	3	3						
Act Effct Green (s)		10.9			10.9	10.9	20.6	20.6		26.6	28.2	
Actuated g/C Ratio		0.22			0.22	0.22	0.41	0.41		0.53	0.56	
v/c Ratio		0.40			0.36	0.35	0.04	0.41		0.28	0.28	
Control Delay		19.3			20.7	5.8	13.7	13.5		7.4	6.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		19.3			20.7	5.8	13.7	13.5		7.4	6.9	
LOS		B			C	A	B	B		A	A	
Approach Delay		19.3			11.9			13.5			7.0	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		35			29	0	2	55		12	30	
Queue Length 95th (ft)		78			68	35	15	143		52	90	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		795			693	825	318	1383		604	1823	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.19			0.16	0.20	0.04	0.41		0.22	0.28	

Intersection Summary










Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 50.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.41

Intersection Signal Delay: 11.2
Intersection Capacity Utilization 61.7%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	139	116	57	163	103
Future Volume (vph)	7	139	116	57	163	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.872		0.955			
Flt Protected	0.998					0.970
Satd. Flow (prot)	1653	0	1957	0	0	1886
Flt Permitted	0.998					0.970
Satd. Flow (perm)	1653	0	1957	0	0	1886
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)		1				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	3%	0%	1%	1%
Adj. Flow (vph)	8	158	132	65	185	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	166	0	197	0	0	302
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 43.3% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 59: Main St & Meadow St

Existing Saturday MIDDAY
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	139	116	57	163	103
Future Volume (Veh/h)	7	139	116	57	163	103
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	8	158	132	65	185	117
Pedestrians						1
Lane Width (ft)						13.0
Walking Speed (ft/s)						3.5
Percent Blockage						0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.97					
vC, conflicting volume	652	166			197	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	623	166			197	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	82			87	
cM capacity (veh/h)	380	883			1382	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	166	197	302			
Volume Left	8	0	185			
Volume Right	158	65	0			
cSH	830	1700	1382			
Volume to Capacity	0.20	0.12	0.13			
Queue Length 95th (ft)	19	0	12			
Control Delay (s)	10.4	0.0	5.4			
Lane LOS	B		A			
Approach Delay (s)	10.4	0.0	5.4			
Approach LOS	B					
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization			43.3%		ICU Level of Service	A
Analysis Period (min)			15			













Lanes, Volumes, Timings
60: Washington Ave & Meadow St

Existing Saturday Midday
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	100	32	10	97	11	25	218	27	22	207	39
Future Volume (vph)	30	100	32	10	97	11	25	218	27	22	207	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00				0.98			0.98
Frt		0.973			0.987				0.850			0.850
Flt Protected		0.991			0.996			0.995			0.995	
Satd. Flow (prot)	0	1822	0	0	1850	0	0	1718	1615	0	1733	1463
Flt Permitted		0.903			0.956			0.948			0.952	
Satd. Flow (perm)	0	1660	0	0	1775	0	0	1637	1579	0	1658	1432
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		28							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	1		4	4		1						
Confl. Bikes (#/hr)			2						2			1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	9%	0%	3%	0%	0%	2%	3%
Adj. Flow (vph)	36	119	38	12	115	13	30	260	32	26	246	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	193	0	0	140	0	0	290	32	0	272	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

Existing Saturday Midday
05/23/2024

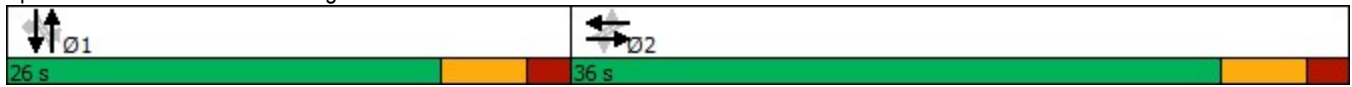
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		10.4			10.4			20.5	20.5		20.5	20.5
Actuated g/C Ratio		0.24			0.24			0.48	0.48		0.48	0.48
v/c Ratio		0.46			0.33			0.37	0.04		0.34	0.06
Control Delay		15.5			15.5			9.1	1.9		8.8	2.6
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		15.5			15.5			9.1	1.9		8.8	2.6
LOS		B			B			A	A		A	A
Approach Delay		15.5			15.5			8.4			7.9	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		33			27			39	0		36	0
Queue Length 95th (ft)		68			56			79	6		74	9
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1169			1241			782	782		792	711
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.17			0.11			0.37	0.04		0.34	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 42.9
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 10.7
 Intersection Capacity Utilization 58.3%
 Analysis Period (min) 15

















Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 60: Washington Ave & Meadow St



Lanes, Volumes, Timings
61: Clinton St & Meadow St

Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	34	54	15	33	16	56	835	14	8	573	54
Future Volume (vph)	70	34	54	15	33	16	56	835	14	8	573	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.954			0.967			0.998			0.987	
Flt Protected		0.978			0.989			0.997			0.999	
Satd. Flow (prot)	0	1720	0	0	1783	0	0	3485	0	0	3417	0
Flt Permitted		0.827			0.886			0.877			0.942	
Satd. Flow (perm)	0	1454	0	0	1596	0	0	3066	0	0	3222	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55			16			3			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	1		6	6		1	1		3	3		1
Confl. Bikes (#/hr)									3			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	0%	2%	0%	3%	0%	4%	3%	0%	0%	4%	4%
Adj. Flow (vph)	71	35	55	15	34	16	57	852	14	8	585	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	161	0	0	65	0	0	923	0	0	648	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

Existing Saturday Midday
05/23/2024










Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		10.3			10.3			24.6			24.6	
Actuated g/C Ratio		0.24			0.24			0.57			0.57	
v/c Ratio		0.41			0.16			0.52			0.35	
Control Delay		12.4			10.7			10.6			8.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.4			10.7			10.6			8.2	
LOS		B			B			B			A	
Approach Delay		12.4			10.7			10.6			8.2	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		21			9			67			40	
Queue Length 95th (ft)		54			28			#195			114	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		813			872			1761			1858	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.20			0.07			0.52			0.35	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 42.8
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 9.9
 Intersection Capacity Utilization 74.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 61: Clinton St & Meadow St












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	6	40	22	6	41	17
Future Volume (vph)	6	40	22	6	41	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.883				0.961	
Flt Protected				0.962	0.966	
Satd. Flow (prot)	1678	0	0	1828	1881	0
Flt Permitted				0.962	0.966	
Satd. Flow (perm)	1678	0	0	1828	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)		2	2			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	7	45	25	7	47	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	0	32	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.2% ICU Level of Service A
 Analysis Period (min) 15

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	
Traffic Volume (veh/h)	6	40	22	6	41	17
Future Volume (Veh/h)	6	40	22	6	41	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	7	45	25	7	47	19
Pedestrians					2	
Lane Width (ft)					14.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			54		88	32
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			54		88	32
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		95	98
cM capacity (veh/h)			1561		900	1046
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	52	32	66			
Volume Left	0	25	47			
Volume Right	45	0	19			
cSH	1700	1561	938			
Volume to Capacity	0.03	0.02	0.07			
Queue Length 95th (ft)	0	1	6			
Control Delay (s)	0.0	5.8	9.1			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.8	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			18.2%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	222	295	51	52	4
Future Volume (vph)	3	222	295	51	52	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.980		0.991	
Flt Protected		0.999			0.955	
Satd. Flow (prot)	0	1898	1825	0	1798	0
Flt Permitted		0.999			0.955	
Satd. Flow (perm)	0	1898	1825	0	1798	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	4			4		2
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%
Adj. Flow (vph)	3	236	314	54	55	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	239	368	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 29.3% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	222	295	51	52	4
Future Volume (Veh/h)	3	222	295	51	52	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	3	236	314	54	55	4
Pedestrians		2			4	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	372				587	347
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	372				587	347
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				88	99
cM capacity (veh/h)	1193				472	697
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	239	368	59			
Volume Left	3	0	55			
Volume Right	0	54	4			
cSH	1193	1700	483			
Volume to Capacity	0.00	0.22	0.12			
Queue Length 95th (ft)	0	0	10			
Control Delay (s)	0.1	0.0	13.5			
Lane LOS	A		B			
Approach Delay (s)	0.1	0.0	13.5			
Approach LOS			B			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			29.3%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St













Existing Saturday Midday
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	196	85	36	37	141	18	13	36	235	11	9	146
Future Volume (vph)	196	85	36	37	141	18	13	36	235	11	9	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	10	11
Storage Length (ft)	55		0	0		0		85		95	135	
Storage Lanes	1		0	0		1		1		1	1	
Taper Length (ft)	25			0				110			85	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor								1.00				
Frt		0.955				0.850				0.850		
Flt Protected	0.950				0.990			0.950			0.950	
Satd. Flow (prot)	1745	1682	0	0	1793	1358	0	1649	3261	1561	1518	3231
Flt Permitted	0.640				0.915			0.656			0.487	
Satd. Flow (perm)	1175	1682	0	0	1657	1358	0	1137	3261	1561	778	3231
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		31				95				95		
Link Speed (mph)		40			40				30			30
Link Distance (ft)		1221			945				506			557
Travel Time (s)		20.8			16.1				11.5			12.7
Confl. Peds. (#/hr)								1				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	3%	1%	11%	0%	3%	7%	0%	11%	8%
Adj. Flow (vph)	204	89	38	39	147	19	14	38	245	11	9	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	127	0	0	186	19	0	52	245	11	9	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		11			0				10			10
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.09	1.04
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2	1	1	1	1	1	1	2
Detector Template				Left			Left					
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	160
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	94
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	154
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	206
Future Volume (vph)	206
Ideal Flow (vphpl)	1900
Lane Width (ft)	8
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1400
Flt Permitted	
Satd. Flow (perm)	1370
Right Turn on Red	Yes
Satd. Flow (RTOR)	215
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	215
Shared Lane Traffic (%)	
Lane Group Flow (vph)	215
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.20
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	
Leading Detector (ft)	160
Trailing Detector (ft)	154
Detector 1 Position(ft)	154
Detector 1 Size(ft)	6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St

Existing Saturday MIDDAY
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4			4				2		1	6
Permitted Phases	4			4		4	2	2		2	6	
Detector Phase	4	4		4	4	4	2	2	2	2	1	6
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	17.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	22.5
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	30.5
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	40.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	25.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5			5.5	5.5	4.0	5.5
Lead/Lag							Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	4.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	Min
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	0	0		0	0	0						
Act Effct Green (s)	15.7	15.7			15.7	15.7			17.4	17.4	17.4	18.8
Actuated g/C Ratio	0.34	0.34			0.34	0.34			0.38	0.38	0.38	0.41
v/c Ratio	0.51	0.21			0.33	0.04			0.12	0.20	0.02	0.11
Control Delay	17.6	9.9			13.4	0.1			12.7	11.6	0.1	9.0
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	17.6	9.9			13.4	0.1			12.7	11.6	0.1	9.0
LOS	B	A			B	A			B	B	A	A
Approach Delay		14.6			12.2				11.4			5.7
Approach LOS		B			B				B			A
Queue Length 50th (ft)	38	16			32	0			7	18	0	11
Queue Length 95th (ft)	107	53			88	0			38	61	0	31
Internal Link Dist (ft)		1141			865				426			477
Turn Bay Length (ft)	55								85		135	
Base Capacity (vph)	656	952			925	800			634	1821	913	2814
Starvation Cap Reductn	0	0			0	0			0	0	0	0
Spillback Cap Reductn	0	0			0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0			0	0	0	0
Reduced v/c Ratio	0.31	0.13			0.20	0.02			0.08	0.13	0.01	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 45.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 10.6
 Intersection LOS: B

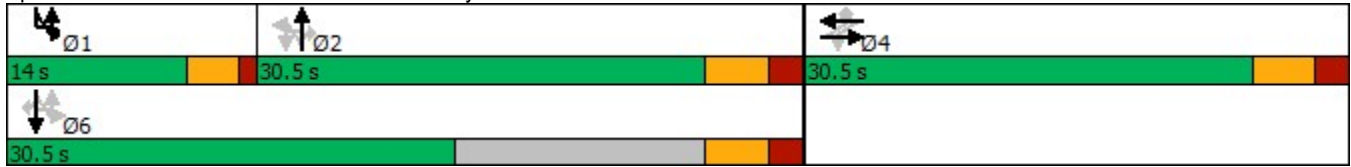
Lane Group	SBR
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	17.0
Minimum Split (s)	22.5
Total Split (s)	30.5
Total Split (%)	40.7%
Maximum Green (s)	25.0
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.5
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Recall Mode	Min
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	18.8
Actuated g/C Ratio	0.41
v/c Ratio	0.31
Control Delay	3.2
Queue Delay	0.0
Total Delay	3.2
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	32
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1221
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.18

Intersection Summary

Intersection Capacity Utilization 70.0%
 Analysis Period (min) 15

ICU Level of Service C

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

Existing Saturday Midday
05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	35	8	13	1624	28	34	1572	28	12	17	6	34
Future Volume (vph)	35	8	13	1624	28	34	1572	28	12	17	6	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0	105		0				0
Storage Lanes			1		0	1		1				0
Taper Length (ft)			25			135						
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95	1.00
Ped Bike Factor			1.00	1.00		1.00	1.00		0.98	0.98	0.99	
Frt				0.997			0.997		0.850		0.877	
Flt Protected			0.950			0.950				0.950	0.998	
Satd. Flow (prot)	0	0	1805	5119	0	1805	4838	0	1389	1715	1523	0
Flt Permitted			0.950			0.950				0.731	0.983	
Satd. Flow (perm)	0	0	1799	5119	0	1803	4838	0	1367	1293	1498	0
Right Turn on Red					Yes				No			Yes
Satd. Flow (RTOR)				3							36	
Link Speed (mph)				40			40				30	
Link Distance (ft)				1206			488				252	
Travel Time (s)				20.6			8.3				5.7	
Confl. Peds. (#/hr)		7	7		7	7		7	7	16		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	3%
Adj. Flow (vph)	37	8	14	1709	29	36	1655	29	13	18	6	36
Shared Lane Traffic (%)									10%	10%		
Lane Group Flow (vph)	0	0	59	1738	0	36	1685	0	12	16	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	Left	Left	Right	Right	Left	Left	Right
Median Width(ft)				12			12				12	
Link Offset(ft)				0			0				0	
Crosswalk Width(ft)				16			16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	15		9	9	15		9
Number of Detectors	0	1	1	2		1	2		1	1	2	
Detector Template		Left	Left	Thru		Left	Thru		Right	Left	Thru	
Leading Detector (ft)	0	20	20	100		20	100		20	20	100	
Trailing Detector (ft)	0	0	0	0		0	0		0	0	0	
Detector 1 Position(ft)	0	0	0	0		0	0		0	0	0	
Detector 1 Size(ft)	0	20	20	6		20	6		20	20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94			94				94	
Detector 2 Size(ft)				6			6				6	
Detector 2 Type				Cl+Ex			Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)				0.0			0.0				0.0	

	↙	↓	↘
Lane Group	SBL	SBT	SBR
Lane Configurations		↔	
Traffic Volume (vph)	19	2	15
Future Volume (vph)	19	2	15
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	0		0
Storage Lanes	0		0
Taper Length (ft)	0		
Lane Util. Factor	0.95	0.95	0.95
Ped Bike Factor		0.99	
Frt		0.937	
Flt Protected		0.974	
Satd. Flow (prot)	0	3249	0
Flt Permitted		0.802	
Satd. Flow (perm)	0	2672	0
Right Turn on Red Satd. Flow (RTOR)			
Link Speed (mph)		30	
Link Distance (ft)		297	
Travel Time (s)		6.8	
Confl. Peds. (#/hr)	2		16
Peak Hour Factor	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%
Adj. Flow (vph)	20	2	16
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	38	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		12	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	
Detector Template	Left	Thru	
Leading Detector (ft)	20	100	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	

Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

Existing Saturday Midday
05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR
Turn Type	Prot	Prot	Prot	NA		Prot	NA		Perm	Perm	NA	
Protected Phases	5	5	5	2		1	6				4	
Permitted Phases									6	4		
Detector Phase	5	5	5	2		1	6		6	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	10.0		10.0	5.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	17.0		17.0	12.0	12.0	
Total Split (s)	22.0	22.0	22.0	86.0		22.0	86.0		86.0	32.0	32.0	
Total Split (%)	15.7%	15.7%	15.7%	61.4%		15.7%	61.4%		61.4%	22.9%	22.9%	
Maximum Green (s)	17.0	17.0	17.0	79.0		17.0	79.0		79.0	25.0	25.0	
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	5.0		5.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0		2.0	3.0	3.0	
Lost Time Adjust (s)			0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)			5.0	7.0		5.0	7.0		7.0	7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lag		Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	0.2		0.2	3.0	3.0	
Recall Mode	None	None	None	C-Max		None	C-Max		C-Max	None	None	
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			9.9	108.9		7.4	106.6		106.6	10.6	10.6	
Actuated g/C Ratio			0.07	0.78		0.05	0.76		0.76	0.08	0.08	
v/c Ratio			0.46	0.44		0.38	0.46		0.01	0.16	0.30	
Control Delay			60.6	19.8		74.9	9.5		8.6	60.1	26.2	
Queue Delay			0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay			60.6	19.8		74.9	9.5		8.6	60.1	26.2	
LOS			E	B		E	A		A	E	C	
Approach Delay				21.1			10.8				35.3	
Approach LOS				C			B				D	
Queue Length 50th (ft)			43	538		32	210		3	14	7	
Queue Length 95th (ft)			m70	587		69	407		16	35	44	
Internal Link Dist (ft)				1126			408				172	
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			219	3982		219	3682		1040	230	297	
Starvation Cap Reductn			0	0		0	0		0	0	0	
Spillback Cap Reductn			0	0		0	0		0	0	0	
Storage Cap Reductn			0	0		0	0		0	0	0	
Reduced v/c Ratio			0.27	0.44		0.16	0.46		0.01	0.07	0.15	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 16.8
 Intersection LOS: B



Lane Group	SBL	SBT	SBR
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8		
Detector Phase	8	8	
Switch Phase			
Minimum Initial (s)	7.0	7.0	
Minimum Split (s)	39.0	39.0	
Total Split (s)	32.0	32.0	
Total Split (%)	22.9%	22.9%	
Maximum Green (s)	25.0	25.0	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	3.0	3.0	
Lost Time Adjust (s)		0.0	
Total Lost Time (s)		7.0	
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	
Recall Mode	None	None	
Walk Time (s)	7.0	7.0	
Flash Dont Walk (s)	25.0	25.0	
Pedestrian Calls (#/hr)	2	2	
Act Effct Green (s)		10.9	
Actuated g/C Ratio		0.08	
v/c Ratio		0.18	
Control Delay		59.4	
Queue Delay		0.0	
Total Delay		59.4	
LOS		E	
Approach Delay		59.4	
Approach LOS		E	
Queue Length 50th (ft)		17	
Queue Length 95th (ft)		32	
Internal Link Dist (ft)		217	
Turn Bay Length (ft)			
Base Capacity (vph)		477	
Starvation Cap Reductn		0	
Spillback Cap Reductn		0	
Storage Cap Reductn		0	
Reduced v/c Ratio		0.08	
Intersection Summary			

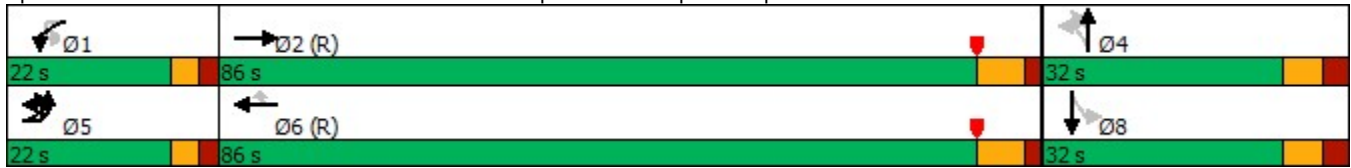
Intersection Capacity Utilization 67.6%







ICU Level of Service C

Analysis Period (min) 15

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







Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke












						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	654	0	0	884	0	474
Future Volume (vph)	654	0	0	884	0	474
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3438	0	0	5085	0	2760
Flt Permitted						
Satd. Flow (perm)	3438	0	0	5085	0	2760
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	2%	2%	2%	2%	3%
Adj. Flow (vph)	674	0	0	911	0	489
Shared Lane Traffic (%)						
Lane Group Flow (vph)	674	0	0	911	0	489
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 41.3% ICU Level of Service A
Analysis Period (min) 15

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	654	0	0	884	0	474	
Future Volume (Veh/h)	654	0	0	884	0	474	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Hourly flow rate (vph)	674	0	0	911	0	489	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	171						
pX, platoon unblocked			0.88		0.88	0.88	
vC, conflicting volume			674		978	337	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			356		701	0	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	49	
cM capacity (veh/h)			1055		328	951	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	337	337	304	304	304	244	244
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	244	244
cSH	1700	1700	1700	1700	1700	951	951
Volume to Capacity	0.20	0.20	0.18	0.18	0.18	0.26	0.26
Queue Length 95th (ft)	0	0	0	0	0	26	26
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.1	10.1
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			10.1	
Approach LOS						B	
Intersection Summary							
Average Delay			2.4				
Intersection Capacity Utilization			41.3%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	195	474	0	561						
Future Volume (vph)	0	0	195	474	0	561						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.918	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3123	1427	0	3539						
Flt Permitted												
Satd. Flow (perm)	0	0	3123	1427	0	3539						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			300	300								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	0%	3%	0%	2%						
Adj. Flow (vph)	0	0	247	600	0	710						
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	547	300	0	710						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												












Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	14.0
Total Split (s)							26.0	41.0	33.0	26.0	41.0	33.0
Total Split (%)							26%	41%	33%	26%	41%	33%
Maximum Green (s)							21.0	35.0	27.0	21.0	35.0	27.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								0				0
Act Effct Green (s)			41.9	41.9								100.0
Actuated g/C Ratio			0.42	0.42								1.00
v/c Ratio			0.37	0.39								0.20
Control Delay			8.0	3.0								0.1
Queue Delay			0.0	0.0								0.0
Total Delay			8.0	3.0								0.1
LOS			A	A								A
Approach Delay			6.2									0.1
Approach LOS			A									A
Queue Length 50th (ft)			52	0								0
Queue Length 95th (ft)			51	21								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1555	801								3520
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			0	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.35	0.37								0.20

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 3.4
 Intersection Capacity Utilization 23.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd











						
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	54	0	669	561	0
Future Volume (vph)	0	54	0	669	561	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	0		0			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1644	0	3539	3539	0
Flt Permitted						
Satd. Flow (perm)	0	1644	0	3539	3539	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	331			465	201	
Travel Time (s)	5.6			7.9	4.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	0	68	0	847	710	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	68	0	847	710	0
Enter Blocked Intersection	No	Yes	No	Yes	Yes	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 25.5% ICU Level of Service A
Analysis Period (min) 15







Intersection Sign configuration not allowed in HCM analysis.

								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations								
Traffic Volume (vph)	0	0	0	636	0	0	0	471
Future Volume (vph)	0	0	0	636	0	0	0	471
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.64
Frt								0.850
Flt Protected								
Satd. Flow (prot)	0	0	0	6471	0	1900	0	4014
Flt Permitted								
Satd. Flow (perm)	0	0	0	6471	0	1900	0	4014
Link Speed (mph)	30			50	30		50	
Link Distance (ft)	446			646	343		189	
Travel Time (s)	10.1			8.8	7.8		2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	1%	2%	0%	2%	3%
Adj. Flow (vph)	0	0	0	691	0	0	0	512
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	691	0	0	0	512
Enter Blocked Intersection	No	No	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	R NA	Left	Left
Median Width(ft)	30			40	4		40	
Link Offset(ft)	0			0	0		0	
Crosswalk Width(ft)	16			16	16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9	50	50
Sign Control	Stop			Free	Stop		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.2% ICU Level of Service A
 Analysis Period (min) 15










Intersection has too many legs for HCM analysis.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	500	0	0	0	606
Future Volume (vph)	0	500	0	0	0	606
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	6408	0	0	0	4093
Flt Permitted						
Satd. Flow (perm)	0	6408	0	0	0	4093
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.92	0.84	0.92	0.92	0.92	0.84
Heavy Vehicles (%)	0%	2%	0%	0%	0%	1%
Adj. Flow (vph)	0	595	0	0	0	721
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	595	0	0	0	721
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 24.5% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 400: James Doolittle Blvd & Parking F

Existing Saturday Midday
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	615			233	378	
Travel Time (s)	14.0			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd










Existing Saturday Midday
 05/23/2024










						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15











						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	281	
Travel Time (s)	3.3			9.4	6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	295			281	198	
Travel Time (s)	6.7			6.4	4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
406: Sands Ave

Existing Saturday Midday
05/23/2024

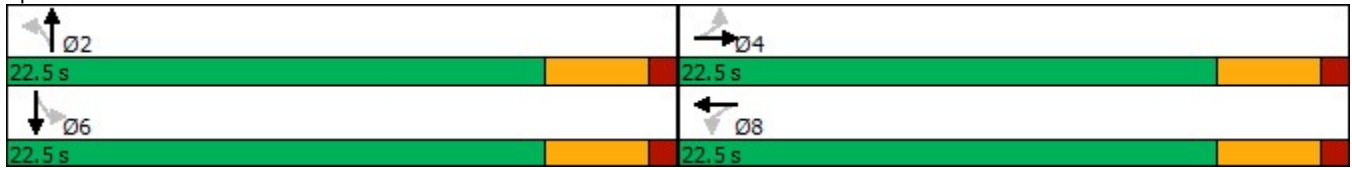
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			615			293			512	
Travel Time (s)		5.4			14.0			6.7			11.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			16			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		159			535			213			432	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												







Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Fr						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	1863	1770	1770
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	1863	1770	1770
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	347			454	230	
Travel Time (s)	7.9			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						0%
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			16	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split			pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	24.5	24.5	24.5	22.5	
Total Split (%)	32.9%	35.0%	35.0%	35.0%	32.1%	
Maximum Green (s)	18.5	20.0	20.0	20.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	267			374	150	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						












Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 20
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A












Splits and Phases: 408: East Dr/Sands Ave & North Dr



						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free



















Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	0	0	0	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 410: MSK Entrance & Garage C & West Dr

Existing Saturday MIDDAY
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	6	0	0	0	16	0	0	0	0	0
Future Volume (vph)	0	0	6	0	0	0	16	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.865										
Flt Protected							0.950					
Satd. Flow (prot)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			274	
Travel Time (s)		2.8			3.6			7.9			6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	7	0	0	0	17	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	0	0	17	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.3%
 Analysis Period (min) 15
 ICU Level of Service A

















HCM Unsignalized Intersection Capacity Analysis
 410: MSK Entrance & Garage C & West Dr

Existing Saturday Midday
 05/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	6	0	0	0	16	0	0	0	0	0
Future Volume (Veh/h)	0	0	6	0	0	0	16	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	7	0	0	0	17	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								348				
pX, platoon unblocked												
vC, conflicting volume	34	34	0	41	34	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	34	34	0	41	34	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	99			100		
cM capacity (veh/h)	965	850	1085	949	850	1085	1623			1623		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	7	0	17	0	0	0						
Volume Left	0	0	17	0	0	0						
Volume Right	7	0	0	0	0	0						
cSH	1085	1700	1623	1700	1700	1700						
Volume to Capacity	0.01	0.00	0.01	0.00	0.00	0.00						
Queue Length 95th (ft)	0	0	1	0	0	0						
Control Delay (s)	8.3	0.0	7.2	0.0	0.0	0.0						
Lane LOS	A	A	A									
Approach Delay (s)	8.3	0.0	7.2		0.0							
Approach LOS	A	A										
Intersection Summary												
Average Delay			7.6									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
412: West Dr & South Dr

Existing Saturday MIDDAY
05/23/2024

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		87			258			121			225	
Travel Time (s)		2.0			5.9			2.8			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 412: West Dr & South Dr










Existing Saturday Midday
 05/23/2024










												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total (vph)	0	0	0	0	0	0	0					
Volume Left (vph)	0	0	0	0	0	0	0					
Volume Right (vph)	0	0	0	0	0	0	0					
Hadj (s)	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Departure Headway (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Degree Utilization, x	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Capacity (veh/h)	806	806	806	806	806	806	806					
Control Delay (s)	6.3	6.3	6.3	6.3	6.3	6.3	7.5					
Approach Delay (s)	0.0		0.0		0.0		0.0					
Approach LOS	A		A		A		A					
Intersection Summary												
Delay			0.0									
Level of Service			A									
Intersection Capacity Utilization			0.0%		ICU Level of Service			A				
Analysis Period (min)			15									

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3	0	0	7	0	0
Future Volume (vph)	3	0	0	7	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	3	0	0	8	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	8	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15










						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3	0	0	7	0	0
Future Volume (Veh/h)	3	0	0	7	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	0	8	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	221					
pX, platoon unblocked						
vC, conflicting volume			3		7	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3		7	2
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1618		1013	1082
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	2	1	4	4	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3	0	0	7	0	0
Future Volume (vph)	3	0	0	7	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	1863	0
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	3	0	0	8	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	8	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3	0	0	7	0	0
Future Volume (Veh/h)	3	0	0	7	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	0	8	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	408					
pX, platoon unblocked						
vC, conflicting volume			3		7	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3		7	2
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1618		1013	1082
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	2	1	4	4	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	3	0	0	7	0
Future Volume (vph)	0	3	0	0	7	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.850					
Flt Protected					0.950	
Satd. Flow (prot)	2895	0	0	3539	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	2895	0	0	3539	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	87			68	141	
Travel Time (s)	2.0			1.5	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	3%	2%
Adj. Flow (vph)	0	3	0	0	8	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.3% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 415: MSK Garage & South Dr

Existing Saturday Midday
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	3	0	0	7	0
Future Volume (Veh/h)	0	3	0	0	7	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	0	0	8	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	495					
pX, platoon unblocked						
vC, conflicting volume			3		2	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3		2	2
tC, single (s)			4.1		6.9	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1618		1018	1082
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	3	0	0	8	
Volume Left	0	0	0	0	8	
Volume Right	0	3	0	0	0	
cSH	1700	1700	1700	1700	1018	
Volume to Capacity	0.00	0.00	0.00	0.00	0.01	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	0.0	0.0	0.0	0.0	8.6	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		8.6	
Approach LOS					A	
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization			13.3%		ICU Level of Service	A
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Fr												
Flt Protected												
Satd. Flow (prot)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Flt Permitted												
Satd. Flow (perm)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		464			493			353			244	
Travel Time (s)		10.5			11.2			8.0			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										0%		0%
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			4			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type			Perm				Perm		Perm	Perm		Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

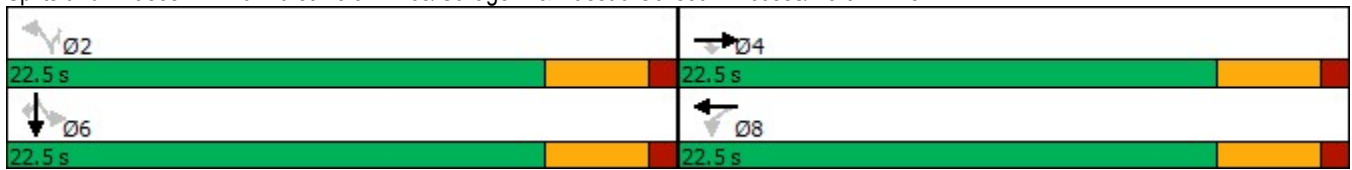
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		384			413			273			164	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15










Intersection LOS: A
 ICU Level of Service A

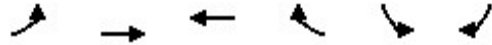
Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



Lanes, Volumes, Timings
417: North Drive/North Dr & Rideshare Entrance

Existing Saturday Midday
05/23/2024

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	3539	3390	1695	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	3390	1695	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		493	347		241	
Travel Time (s)		11.2	7.9		5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)				0%		
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type				Perm		
Protected Phases	1	1 2	2			
Permitted Phases	2			2		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	12.0		28.0	28.0		
Total Split (%)	30.0%		70.0%	70.0%		
Maximum Green (s)	7.5		23.5	23.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		Min	Min		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)		413	267		161	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary




















Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 25
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A













Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance



Lanes, Volumes, Timings
420: Washington St & W Columbia St/Driveway

Existing Saturday Midday
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	0	108	0	0	0	111	235	5	0	244	39
Future Volume (vph)	54	0	108	0	0	0	111	235	5	0	244	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99				1.00	1.00			1.00	1.00
Frt			0.850					0.997			0.981	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1652	1233	0	1773	0	1546	1893	0	0	1956	0
Flt Permitted		0.757					0.561					
Satd. Flow (perm)	0	1304	1217	0	1773	0	911	1893	0	0	1956	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121					2			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	5		1	1		5	3		5	5		3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	0%	10%	0%	0%	0%	9%	0%	0%	0%	1%	3%
Parking (#/hr)			0									
Adj. Flow (vph)	61	0	121	0	0	0	125	264	6	0	274	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	121	0	0	0	125	270	0	0	318	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA	pm+ov				pm+pt	NA				NA
Protected Phases		4	5		8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0		20.0
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0		26.0
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%		38.2%
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0		20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0				0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0				6.0
Lead/Lag			Lag				Lag			Lead		Lead
Lead-Lag Optimize?			Yes				Yes			Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	Min		Min		Min
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	1	1										
Act Effct Green (s)		11.8	13.0				34.2	37.3				25.9
Actuated g/C Ratio		0.23	0.26				0.68	0.74				0.51
v/c Ratio		0.20	0.30				0.18	0.19				0.31
Control Delay		19.4	4.3				7.2	6.0				13.6
Queue Delay		0.0	0.0				0.0	0.0				0.0
Total Delay		19.4	4.3				7.2	6.0				13.6
LOS		B	A				A	A				B
Approach Delay		9.4						6.3				13.6
Approach LOS		A						A				B
Queue Length 50th (ft)		17	0				15	35				71
Queue Length 95th (ft)		43	21				48	94				163
Internal Link Dist (ft)		363			88			242				114
Turn Bay Length (ft)							100					
Base Capacity (vph)		619	427				721	1364				1014
Starvation Cap Reductn		0	0				0	0				0
Spillback Cap Reductn		0	0				0	0				0
Storage Cap Reductn		0	0				0	0				0
Reduced v/c Ratio		0.10	0.28				0.17	0.20				0.31

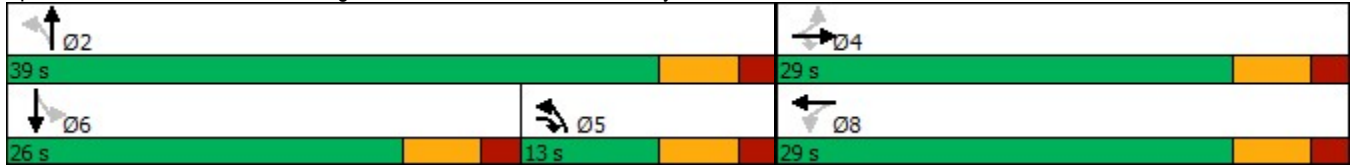
Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 50.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.31

Intersection Signal Delay: 9.6
 Intersection Capacity Utilization 56.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 420: Washington St & W Columbia St/Driveway











N-1 2023 Existing Conditions

N-1.5 Saturday Evening peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	863	1053	44	0	30
Future Volume (vph)	0	863	1053	44	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.994			0.865
Flt Protected						
Satd. Flow (prot)	0	5136	5107	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	5107	0	0	1644
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1003	1224	51	0	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1003	1275	0	0	35
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	























Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 31.3% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

Existing Saturday Evening
 05/23/2024













							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	863	1053	44	0	30	
Future Volume (Veh/h)	0	863	1053	44	0	30	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Hourly flow rate (vph)	0	1003	1224	51	0	35	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.93		
vC, conflicting volume	1224				1584	434	
vC1, stage 1 conf vol					1250		
vC2, stage 2 conf vol					334		
vCu, unblocked vol	1224				1355	434	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	94	
cM capacity (veh/h)	577				206	576	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	334	334	334	490	490	296	35
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	51	35
cSH	1700	1700	1700	1700	1700	1700	576
Volume to Capacity	0.20	0.20	0.20	0.29	0.29	0.17	0.06
Queue Length 95th (ft)	0	0	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.7
Lane LOS							B
Approach Delay (s)	0.0			0.0			11.7
Approach LOS							B
Intersection Summary							
Average Delay			0.2				
Intersection Capacity Utilization			31.3%		ICU Level of Service		A
Analysis Period (min)			15				

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	15	7	826	62	10	25	958	90	29	2	19	8
Future Volume (vph)	15	7	826	62	10	25	958	90	29	2	19	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Frt				0.850			0.999	0.850		0.953	0.850	
Flt Protected		0.950				0.950			0.950	0.970		0.950
Satd. Flow (prot)	0	2589	5187	1669	0	3385	4849	1435	1697	2975	1400	1533
Flt Permitted		0.950				0.950			0.950	0.970		0.950
Satd. Flow (perm)	0	2589	5187	1669	0	3385	4849	1435	1697	2975	1400	1533
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				203			1	203				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	100%	0%	0%	0%	0%	1%	0%	0%	0%	5%	0%
Adj. Flow (vph)	18	8	995	75	12	30	1154	108	35	2	23	10
Shared Lane Traffic (%)								10%	50%		41%	50%
Lane Group Flow (vph)	0	26	995	75	0	42	1165	97	17	29	14	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	0	2
Future Volume (vph)	0	2
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Frt		0.850
Flt Protected	0.950	
Satd. Flow (prot)	2898	1421
Flt Permitted	0.950	
Satd. Flow (perm)	2898	1421
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	2
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	5	2
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot

Lanes, Volumes, Timings
 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

Existing Saturday Evening
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	41.0		29.0	29.0	41.0		25.0	25.0	25.0	45.0
Total Split (%)	20.7%	20.7%	29.3%		20.7%	20.7%	29.3%		17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	23.0	23.0	34.0		23.0	23.0	34.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					0
Act Effct Green (s)		6.0	103.0	140.0		10.0	108.2	140.0	7.6	7.6	7.6	7.0
Actuated g/C Ratio		0.04	0.74	1.00		0.07	0.77	1.00	0.05	0.05	0.05	0.05
v/c Ratio		0.23	0.26	0.04		0.17	0.31	0.07	0.19	0.18	0.18	0.07
Control Delay		85.5	2.8	0.0		63.0	7.7	0.1	67.6	65.5	68.5	65.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		85.5	2.8	0.0		63.0	7.7	0.1	67.6	65.5	68.5	65.2
LOS		F	A	A		E	A	A	E	E	E	E
Approach Delay			4.5				8.9			66.8		
Approach LOS			A				A			E		
Queue Length 50th (ft)		12	30	0		19	114	0	16	15	13	4
Queue Length 95th (ft)		28	38	0		36	202	0	40	31	36	19
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		425	3814	1669		556	3746	1435	206	361	170	405
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.06	0.26	0.04		0.08	0.31	0.07	0.08	0.08	0.08	0.01







Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.31
 Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 50.0%
 Intersection LOS: A
 ICU Level of Service A

	↓	↙
Lane Group	SBT	SBR
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	32.1%	32.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	7.0	7.0
Actuated g/C Ratio	0.05	0.05
v/c Ratio	0.03	0.03
Control Delay	63.8	64.0
Queue Delay	0.0	0.0
Total Delay	63.8	64.0
LOS	E	E
Approach Delay	64.4	
Approach LOS	E	
Queue Length 50th (ft)	2	2
Queue Length 95th (ft)	10	12
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	765	375
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.01	0.01
Intersection Summary		


















Analysis Period (min) 15

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø4	 Ø3
29 s	41 s	45 s	25 s
 Ø5	 Ø6 (R)		
29 s	41 s		









Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

Existing Saturday Evening
05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations		  				   			
Traffic Volume (vph)	1	857	40	3	68	933	33	50	
Future Volume (vph)	1	857	40	3	68	933	33	50	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Frt		0.993					0.918		
Flt Protected					0.950		0.981		
Satd. Flow (prot)	0	5102	0	0	1805	6471	1882	0	
Flt Permitted		0.939			0.950		0.981		
Satd. Flow (perm)	0	4791	0	0	1805	6471	1882	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		10					45		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%	
Adj. Flow (vph)	1	922	43	3	73	1003	35	54	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	966	0	0	76	1003	89	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		

Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

Existing Saturday Evening
 05/23/2024

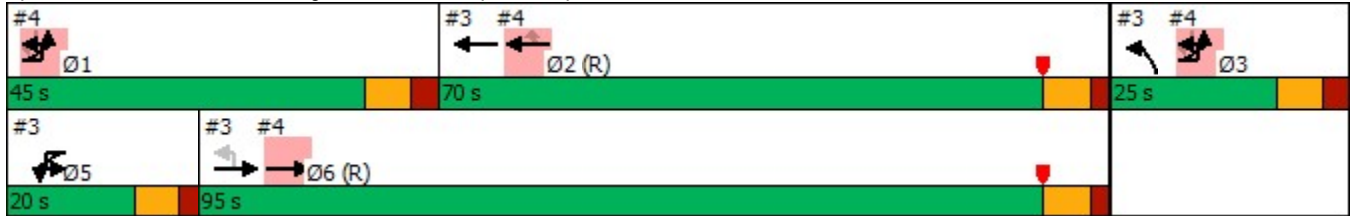
									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	95.0	95.0		20.0	20.0	70.0	25.0		45.0
Total Split (%)	67.9%	67.9%		14.3%	14.3%	50.0%	17.9%		32%
Maximum Green (s)	88.0	88.0		13.3	13.3	63.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						0	0		
Act Effct Green (s)		99.0			10.3	98.3	9.3		
Actuated g/C Ratio		0.71			0.07	0.70	0.07		
v/c Ratio		0.28			0.58	0.22	0.53		
Control Delay		1.2			93.9	4.1	44.6		
Queue Delay		0.1			0.0	0.0	0.0		
Total Delay		1.3			93.9	4.1	44.6		
LOS		A			F	A	D		
Approach Delay		1.3				10.4	44.6		
Approach LOS		A				B	D		
Queue Length 50th (ft)		0			73	31	39		
Queue Length 95th (ft)		0			127	30	95		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3391			174	4542	272		
Starvation Cap Reductn		1248			0	0	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.45			0.44	0.22	0.33		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 7.7
 Intersection Capacity Utilization 54.9%
 Intersection LOS: A
 ICU Level of Service A













Analysis Period (min) 15

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

Existing Saturday Evening
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	2	898	963	4	0	4			
Future Volume (vph)	11	2	898	963	4	0	4			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Flt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5136	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3502	5136	5136	1669	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	0%			
Adj. Flow (vph)	13	2	1020	1094	5	0	5			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	15	1020	1094	5	0	5			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

Existing Saturday Evening
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø5
Protected Phases	1 3	1 3	6	2				1	3	5
Permitted Phases					2		1 3			
Detector Phase	1 3	1 3	6	2	2		1 3			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			95.0	70.0	70.0			45.0	25.0	20.0
Total Split (%)			67.9%	50.0%	50.0%			32%	18%	14%
Maximum Green (s)			88.0	63.0	63.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				0	0				0	
Act Effct Green (s)		27.0	99.0	98.3	98.3		27.0			
Actuated g/C Ratio		0.19	0.71	0.70	0.70		0.19			
v/c Ratio		0.02	0.28	0.30	0.00		0.01			
Control Delay		45.6	5.8	2.0	1.8		43.8			
Queue Delay		0.0	0.0	0.2	0.0		0.0			
Total Delay		45.6	5.8	2.1	1.8		43.8			
LOS		D	A	A	A		D			
Approach Delay			6.4	2.1		43.8				
Approach LOS			A	A		D				
Queue Length 50th (ft)		6	82	19	0		2			
Queue Length 95th (ft)		m15	100	24	m1		8			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1335	3632	3605	1171		1119			
Starvation Cap Reductn		0	0	1392	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.01	0.28	0.49	0.00		0.00			

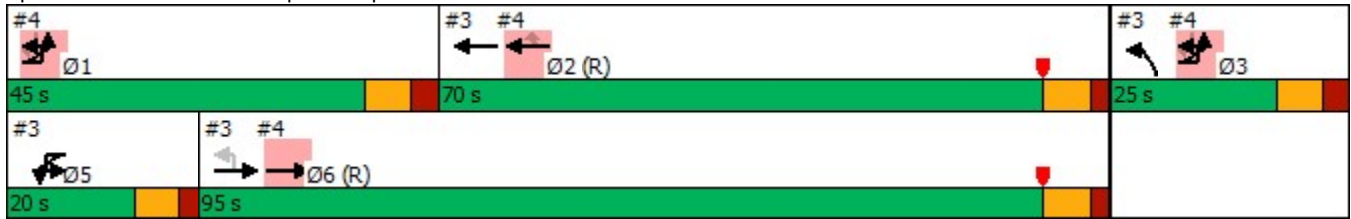
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 4.3
 Intersection Capacity Utilization 39.2%
 Intersection LOS: A
 ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lanes, Volumes, Timings
5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke













Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	89	566	62	34	161	709	74	66	139	88	134	188
Future Volume (vph)	89	566	62	34	161	709	74	66	139	88	134	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	10	12	12	12	11	11	12	12	11	11
Storage Length (ft)	245		205		155		300	75		160	250	
Storage Lanes	2		1		2		1	1		0	1	
Taper Length (ft)	215				140			115			70	
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91	0.86
Ped Bike Factor			0.98		1.00			0.99	1.00			1.00
Frt			0.850				0.850		0.943			0.994
Flt Protected	0.950				0.950			0.950	0.999		0.950	0.994
Satd. Flow (prot)	3236	5136	1507	0	3502	5136	1531	1542	3236	0	1572	3062
Flt Permitted	0.950				0.950			0.950	0.999		0.950	0.994
Satd. Flow (perm)	3236	5136	1483	0	3491	5136	1531	1533	3235	0	1572	3062
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							210					
Link Speed (mph)		50				50			30			35
Link Distance (ft)		1582				1065			403			1000
Travel Time (s)		21.6				14.5			9.2			19.5
Confl. Peds. (#/hr)			4		4			8				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	2%	3%	1%	0%	1%	2%
Adj. Flow (vph)	99	629	69	38	179	788	82	73	154	98	149	209
Shared Lane Traffic (%)								10%			20%	
Lane Group Flow (vph)	99	629	69	0	217	788	82	66	259	0	119	249
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		24				24			28			19
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		32				32			16			32
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	2	2		2	2
Detector Template			Right	Left			Right					
Leading Detector (ft)	50	156	6	20	50	156	6	50	50		50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	30	150			30	150		30	30		30	30
Detector 2 Size(ft)	20	6			20	6		20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	89
Future Volume (vph)	89
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1407
Flt Permitted	
Satd. Flow (perm)	1379
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	8
Peak Hour Factor	0.90
Heavy Vehicles (%)	1%
Adj. Flow (vph)	99
Shared Lane Traffic (%)	10%
Lane Group Flow (vph)	89
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	2
Detector Template	
Leading Detector (ft)	50
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	30
Detector 2 Size(ft)	20
Detector 2 Type	Cl+Ex
Detector 2 Channel	

Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

Existing Saturday Evening
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split	NA
Protected Phases	1	6		5	5	2		3	3		4	4
Permitted Phases			6				Free					
Detector Phase	1	6	6	5	5	2		3	3		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0	15.0
Total Split (s)	27.0	46.0	46.0	27.0	27.0	46.0		28.0	28.0		39.0	39.0
Total Split (%)	19.3%	32.9%	32.9%	19.3%	19.3%	32.9%		20.0%	20.0%		27.9%	27.9%
Maximum Green (s)	20.0	39.0	39.0	20.0	20.0	39.0		20.0	20.0		31.0	31.0
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0	4.0
Recall Mode	None	C-Max	C-Max	None	None	C-Max		None	None		None	None
Walk Time (s)		7.0	7.0			7.0					7.0	7.0
Flash Dont Walk (s)		30.0	30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)		3	3			0					0	0
Act Effct Green (s)	8.7	61.7	61.7		13.0	66.0	140.0	17.0	17.0		18.3	18.3
Actuated g/C Ratio	0.06	0.44	0.44		0.09	0.47	1.00	0.12	0.12		0.13	0.13
v/c Ratio	0.49	0.28	0.11		0.67	0.33	0.05	0.35	0.66		0.58	0.62
Control Delay	70.0	26.3	28.3		92.4	17.1	0.1	61.1	66.8		67.9	64.0
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	70.0	26.3	28.3		92.4	17.1	0.1	61.1	66.8		67.9	64.0
LOS	E	C	C		F	B	A	E	E		E	E
Approach Delay		31.9				30.8			65.7			65.2
Approach LOS		C				C			E			E
Queue Length 50th (ft)	44	100	30		108	81	0	61	125		114	127
Queue Length 95th (ft)	76	191	85		153	108	0	114	173		179	170
Internal Link Dist (ft)		1502				985			323			920
Turn Bay Length (ft)	245		205		155		300	75			250	
Base Capacity (vph)	462	2262	653		500	2420	1531	220	462		348	678
Starvation Cap Reductn	0	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	0.21	0.28	0.11		0.43	0.33	0.05	0.30	0.56		0.34	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67





Lane Group	SBR
Detector 2 Extend (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	15.0
Total Split (s)	39.0
Total Split (%)	27.9%
Maximum Green (s)	31.0
Yellow Time (s)	5.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	8.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	4.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	36.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	18.3
Actuated g/C Ratio	0.13
v/c Ratio	0.49
Control Delay	65.0
Queue Delay	0.0
Total Delay	65.0
LOS	E
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	84
Queue Length 95th (ft)	141
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	305
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.29

Intersection Summary

Intersection Signal Delay: 41.3
 Intersection Capacity Utilization 80.8%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke




















 Ø1 27 s	 Ø2 (R)	 Ø3 28 s	 Ø4 39 s
 Ø5 27 s	 Ø6 (R) 46 s		

Lanes, Volumes, Timings













Existing Saturday Evening

6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	12	0	28	0	0	9	2	28	272	0	2	0
Future Volume (vph)	12	0	28	0	0	9	2	28	272	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		115		285		110
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				70				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00			0.98			1.00				1.00
Frt		0.905			0.850							
Flt Protected		0.985						0.950				0.950
Satd. Flow (prot)	0	1694	0	1900	1583	0	0	1805	5136	1900	0	1805
Flt Permitted		0.896						0.462				0.553
Satd. Flow (perm)	0	1537	0	1900	1583	0	0	876	5136	1900	0	1048
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			513							
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)	10					10		2		3		3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	14	0	33	0	0	10	2	33	316	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	0	0	10	0	0	35	316	0	0	2
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				32			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		20	30	6	20	20	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)									94			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	381	35
Future Volume (vph)	381	35
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.987	
Flt Protected		
Satd. Flow (prot)	5061	0
Flt Permitted		
Satd. Flow (perm)	5061	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	14	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		4
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	443	41
Shared Lane Traffic (%)		
Lane Group Flow (vph)	484	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)									0.0			
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	20.0	20.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	26.0	26.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0			6.0	6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				1	1				0	0		
Act Effct Green (s)		13.2			13.2			35.6	39.7			35.0
Actuated g/C Ratio		0.26			0.26			0.69	0.77			0.68
v/c Ratio		0.10			0.01			0.05	0.08			0.00
Control Delay		1.7			0.0			9.0	8.9			10.5
Queue Delay		0.0			0.0			0.0	0.0			0.0
Total Delay		1.7			0.0			9.0	8.9			10.5
LOS		A			A			A	A			B
Approach Delay		1.7							8.9			
Approach LOS		A							A			
Queue Length 50th (ft)		0			0			0	0			0
Queue Length 95th (ft)		6			0			29	72			5
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115				110
Base Capacity (vph)		1374			1463			950	4451			1006
Starvation Cap Reductn		0			0			0	0			0
Spillback Cap Reductn		0			0			0	0			0
Storage Cap Reductn		0			0			0	0			0
Reduced v/c Ratio		0.03			0.01			0.04	0.07			0.00

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 51.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.13
 Intersection Signal Delay: 8.6
 Intersection LOS: A



Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	3	
Act Effct Green (s)	39.4	
Actuated g/C Ratio	0.76	
v/c Ratio	0.13	
Control Delay	9.1	
Queue Delay	0.0	
Total Delay	9.1	
LOS	A	
Approach Delay	9.2	
Approach LOS	A	
Queue Length 50th (ft)	0	
Queue Length 95th (ft)	110	
Internal Link Dist (ft)	313	
Turn Bay Length (ft)		
Base Capacity (vph)	4388	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.11	

Intersection Summary




























Intersection Capacity Utilization 50.6%

ICU Level of Service A













Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 				  			 	 
Traffic Volume (vph)	117	18	211	8	0	26	0	255	40	6	28	199
Future Volume (vph)	117	18	211	8	0	26	0	255	40	6	28	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		0	0		0		140	
Storage Lanes	2		1	2		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor			0.99	0.99		0.99		1.00				
Frt			0.850			0.850		0.980				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3467	1900	1615	3502	0	1615	0	6331	0	0	1805	3574
Flt Permitted	0.950			0.950							0.396	
Satd. Flow (perm)	3467	1900	1593	3476	0	1592	0	6331	0	0	752	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			271			100		23				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			467			581				476
Travel Time (s)		15.0			10.6			11.3				9.3
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%	0%	1%
Adj. Flow (vph)	150	23	271	10	0	33	0	327	51	8	36	255
Shared Lane Traffic (%)												
Lane Group Flow (vph)	150	23	271	10	0	33	0	378	0	0	44	255
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		0						1				0
Act Effct Green (s)	12.1	8.3	52.2	9.1		9.1		21.3			27.6	27.6
Actuated g/C Ratio	0.23	0.16	1.00	0.17		0.17		0.41			0.53	0.53
v/c Ratio	0.19	0.08	0.17	0.02		0.09		0.15			0.09	0.13
Control Delay	18.0	24.6	0.2	23.2		0.5		11.1			6.9	6.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	18.0	24.6	0.2	23.2		0.5		11.1			6.9	6.7
LOS	B	C	A	C		A		B			A	A
Approach Delay		7.5			5.8			11.1				6.7
Approach LOS		A			A			B				A
Queue Length 50th (ft)	21	6	0	1		0		20			5	16
Queue Length 95th (ft)	37	25	0	7		0		39			20	39
Internal Link Dist (ft)		908			387			501				396
Turn Bay Length (ft)			700								140	
Base Capacity (vph)	3425	1131	1593	2086		988		5033			1433	3574
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.04	0.02	0.17	0.00		0.03		0.08			0.03	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 52.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.19
 Intersection Signal Delay: 8.4
 Intersection LOS: A

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 55.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access





















Lanes, Volumes, Timings













Existing Saturday Evening

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	222	168	1	8	174	6	0	0	3
Future Volume (vph)	0	0	0	222	168	1	8	174	6	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor						0.99		1.00				0.99
Frt						0.850						0.910
Flt Protected				0.950	0.982			0.950				
Satd. Flow (prot)	0	0	0	1626	3157	1470	0	3469	3610	0	0	3257
Flt Permitted				0.950	0.982			0.950				
Satd. Flow (perm)	0	0	0	1626	3157	1450	0	3461	3610	0	0	3257
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						520
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								1				
Confl. Bikes (#/hr)						3						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	267	202	1	10	210	7	0	0	4
Shared Lane Traffic (%)				43%		10%						
Lane Group Flow (vph)	0	0	0	152	317	1	0	220	7	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	5	
Future Volume (vph)	5	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.83	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	6	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				18.1	18.1	18.1		11.3	13.4			10.7
Actuated g/C Ratio				0.39	0.39	0.39		0.24	0.29			0.23
v/c Ratio				0.24	0.26	0.00		0.26	0.01			0.01
Control Delay				12.0	11.1	0.0		17.7	12.0			0.0
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				12.0	11.1	0.0		17.7	12.0			0.0
LOS				B	B	A		B	B			A
Approach Delay					11.4				17.5			
Approach LOS					B				B			
Queue Length 50th (ft)				23	25	0		19	0			0
Queue Length 95th (ft)				84	79	0		69	4			0
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				1307	2058	1450		1991	3610			2720
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.12	0.15	0.00		0.11	0.00			0.00

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 46.4
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 13.2
 Intersection LOS: B

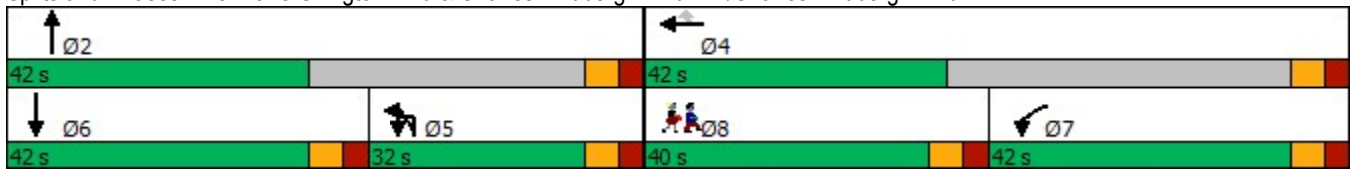
Lane Group	SBR	Ø8
Detector 2 Extend (s)		
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		











Intersection Capacity Utilization 45.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	214	89	0	478	0	41
Future Volume (vph)	214	89	0	478	0	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.81	0.81	1.00	0.86	1.00	0.88
Ped Bike Factor						
Frt	0.979	0.850				0.850
Flt Protected						
Satd. Flow (prot)	6010	1283	0	6471	0	2787
Flt Permitted						
Satd. Flow (perm)	6010	1283	0	6471	0	2787
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	256	
Travel Time (s)	9.8			1.9	5.8	
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles (%)	0%	2%	2%	1%	2%	2%
Adj. Flow (vph)	319	133	0	713	0	61
Shared Lane Traffic (%)		39%				
Lane Group Flow (vph)	371	81	0	713	0	61
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.6% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	255	467	3	0	11
Future Volume (vph)	0	255	467	3	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.81	0.86	0.86	1.00	1.00
Ped Bike Factor						
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	7695	6465	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	7695	6465	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	0	381	697	4	0	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	381	701	0	0	16
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	















Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 16.8% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	138	0	9	250	317	118
Future Volume (vph)	138	0	9	250	317	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3467	0	1805	3610	3574	1599
Flt Permitted	0.950		0.539			
Satd. Flow (perm)	3467	0	1024	3610	3574	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						133
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		3				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	0%	0%	0%	1%	1%
Adj. Flow (vph)	155	0	10	281	356	133
Shared Lane Traffic (%)						
Lane Group Flow (vph)	155	0	10	281	356	133
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	8.3		27.9	26.3	24.5	24.5
Actuated g/C Ratio	0.20		0.66	0.62	0.58	0.58
v/c Ratio	0.23		0.01	0.13	0.17	0.14
Control Delay	16.4		3.2	5.1	7.2	2.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	16.4		3.2	5.1	7.2	2.7
LOS	B		A	A	A	A
Approach Delay	16.4			5.0	6.0	
Approach LOS	B			A	A	
Queue Length 50th (ft)	14		1	15	20	0
Queue Length 95th (ft)	41		5	28	60	24
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	2058		1182	3488	2063	979
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.08		0.01	0.08	0.17	0.14

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 42.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.23
 Intersection Signal Delay: 7.4
 Intersection Capacity Utilization 34.3%

Intersection LOS: A
 ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke













Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	86	782	259	3	37	914	55	187	122	53	66	191
Future Volume (vph)	86	782	259	3	37	914	55	187	122	53	66	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Frt			0.850			0.992			0.955			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1805	5136	1615	0	1805	6423	0	3467	3448	0	3502	3574
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1805	5136	1615	0	1805	6423	0	3467	3448	0	3502	3574
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	1%	0%	0%	0%	1%
Adj. Flow (vph)	95	859	285	3	41	1004	60	205	134	58	73	210
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	859	285	0	44	1064	0	205	192	0	73	210
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	119
Future Volume (vph)	119
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	0%
Adj. Flow (vph)	131
Shared Lane Traffic (%)	
Lane Group Flow (vph)	131
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5

Lanes, Volumes, Timings
 12: Merrick Ave & Hempstead Tpke

Existing Saturday Evening
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	32.0	44.0		32.0	32.0	44.0		26.0	38.0		26.0	38.0
Total Split (%)	22.9%	31.4%		22.9%	22.9%	31.4%		18.6%	27.1%		18.6%	27.1%
Maximum Green (s)	24.7	37.0		24.7	24.7	37.0		19.0	30.0		19.0	30.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				0			0			0
Act Effct Green (s)	12.7	76.9	96.5		8.8	70.4		12.6	22.7		7.3	15.0
Actuated g/C Ratio	0.09	0.55	0.69		0.06	0.50		0.09	0.16		0.05	0.11
v/c Ratio	0.58	0.30	0.26		0.39	0.33		0.66	0.34		0.40	0.55
Control Delay	74.7	19.2	10.4		62.0	28.7		71.5	53.8		70.3	64.3
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	74.7	19.2	10.4		62.0	28.7		71.5	53.8		70.3	64.3
LOS	E	B	B		E	C		E	D		E	E
Approach Delay		21.5				30.0			62.9			58.8
Approach LOS		C				C			E			E
Queue Length 50th (ft)	84	156	96		40	224		94	84		34	96
Queue Length 95th (ft)	140	224	168		87	164		134	117		60	135
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	318	2820	1186		318	3230		470	738		475	765
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.30	0.30	0.24		0.14	0.33		0.44	0.26		0.15	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 137 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 34.6
 Intersection Capacity Utilization 54.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 12: Merrick Ave & Hempstead Tpke









 Ø1 32 s	 Ø2 (R) 44 s	 Ø3 26 s	 Ø4 38 s
 Ø5 32 s	 Ø6 (R) 44 s	 Ø7 26 s	 Ø8 38 s

Lane Group	SBR
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	35.0
Actuated g/C Ratio	0.25
v/c Ratio	0.33
Control Delay	43.5
Queue Delay	0.0
Total Delay	43.5
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	98
Queue Length 95th (ft)	144
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	541
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.24
Intersection Summary	

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

Existing Saturday Evening
 05/23/2024








									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	19	866	30	34	23	986	0	0	
Future Volume (vph)	19	866	30	34	23	986	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.995							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4937	0	0	1685	4964	0	0	
Flt Permitted	0.235				0.263				
Satd. Flow (perm)	417	4937	0	0	466	4964	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		9							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			7		7				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	2%	2%	
Adj. Flow (vph)	22	1007	35	40	27	1147	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	22	1042	0	0	67	1147	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				
Detector Phase	2	2		6	6	6			















									
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø3
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	37.0	37.0		37.0	37.0	37.0			33.0
Total Split (%)	52.9%	52.9%		52.9%	52.9%	52.9%			47%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									2
Act Effct Green (s)	62.0	62.0			62.0	62.0			
Actuated g/C Ratio	0.89	0.89			0.89	0.89			
v/c Ratio	0.06	0.24			0.16	0.26			
Control Delay	9.3	6.0			6.1	3.8			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	9.3	6.0			6.1	3.8			
LOS	A	A			A	A			
Approach Delay		6.1				3.9			
Approach LOS		A				A			
Queue Length 50th (ft)	0	3			0	1			
Queue Length 95th (ft)	30	260			54	210			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	369	4374			413	4397			
Starvation Cap Reductn	0	0			0	0			
Spillback Cap Reductn	0	0			0	0			
Storage Cap Reductn	0	0			0	0			
Reduced v/c Ratio	0.06	0.24			0.16	0.26			









Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 31 (44%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 4.9
 Intersection Capacity Utilization 39.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R)		 Ø3
37 s		33 s
 Ø6 (R)		
37 s		

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	47	831	51	15	14	934	43	22
Future Volume (vph)	47	831	51	15	14	934	43	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			
Frt		0.991						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1805	5086	0	0	1805	5136	1805	1615
Flt Permitted	0.247				0.950		0.950	
Satd. Flow (perm)	469	5086	0	0	1803	5136	1805	1615
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		17						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			1		1			
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	55	978	60	18	16	1099	51	26
Shared Lane Traffic (%)								
Lane Group Flow (vph)	55	1038	0	0	34	1099	51	26
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	38.0	38.0		12.0	12.0	50.0	20.0	20.0
Total Split (%)	54.3%	54.3%		17.1%	17.1%	71.4%	28.6%	28.6%
Maximum Green (s)	31.0	31.0		7.0	7.0	43.0	13.0	13.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							0	0
Act Effct Green (s)	51.6	51.6			6.0	56.5	7.5	7.5
Actuated g/C Ratio	0.74	0.74			0.09	0.81	0.11	0.11
v/c Ratio	0.16	0.28			0.22	0.27	0.27	0.15
Control Delay	15.2	11.0			34.8	3.4	31.6	29.5
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	15.2	11.0			34.8	3.4	31.6	29.5
LOS	B	B			C	A	C	C
Approach Delay		11.2				4.4	30.9	
Approach LOS		B				A	C	
Queue Length 50th (ft)	24	177			18	70	21	10
Queue Length 95th (ft)	61	247			48	73	46	29
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	346	3755			184	4145	335	299
Starvation Cap Reductn	0	0			0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.16	0.28			0.18	0.27	0.15	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 23 (33%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.28
 Intersection Signal Delay: 8.5
 Intersection LOS: A

Intersection Capacity Utilization 48.0%
 Analysis Period (min) 15





















ICU Level of Service A

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke



Lanes, Volumes, Timings
15: East Meadow Ave/Park Blvd & Hempstead Tpke













Existing Saturday Evening
05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	7	718	150	13	47	796	115	175	63	23	158
Future Volume (vph)	3	7	718	150	13	47	796	115	175	63	23	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor		1.00	1.00			1.00						
Frt			0.974					0.850		0.960		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4833	0	0	1745	4964	1531	3385	1763	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1744	4833	0	0	1744	4964	1531	3385	1763	0	3385
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)		1		1		1		1				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	2%	0%	0%	0%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	3	8	816	170	15	53	905	131	199	72	26	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	986	0	0	68	905	131	199	98	0	180
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	
Traffic Volume (vph)	81	7
Future Volume (vph)	81	7
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.988	
Flt Protected		
Satd. Flow (prot)	1815	0
Flt Permitted		
Satd. Flow (perm)	1815	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	0%	0%
Parking (#/hr)		
Adj. Flow (vph)	92	8
Shared Lane Traffic (%)		
Lane Group Flow (vph)	100	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

Existing Saturday Evening
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	2 7	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	2 7	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0
Total Split (s)	22.0	22.0	44.0		22.0	22.0	44.0		34.0	34.0		40.0
Total Split (%)	15.7%	15.7%	31.4%		15.7%	15.7%	31.4%		24.3%	24.3%		28.6%
Maximum Green (s)	15.0	15.0	36.0		14.0	14.0	36.0		26.0	26.0		32.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0				8.0	8.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			0				0					0
Act Effct Green (s)		5.7	71.1			12.3	83.3	104.9	13.7	13.7		13.5
Actuated g/C Ratio		0.04	0.51			0.09	0.60	0.75	0.10	0.10		0.10
v/c Ratio		0.16	0.40			0.44	0.31	0.11	0.60	0.57		0.55
Control Delay		76.6	17.7			69.1	16.2	6.5	67.9	72.7		66.2
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		76.6	17.7			69.1	16.2	6.5	67.9	72.7		66.2
LOS		E	B			E	B	A	E	E		E
Approach Delay			18.3				18.3					69.5
Approach LOS			B				B					E
Queue Length 50th (ft)		11	94			59	126	24	91	87		82
Queue Length 95th (ft)		34	291			108	225	67	126	141		114
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		186	2455			174	2954	1348	628	327		773
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.06	0.40			0.39	0.31	0.10	0.32	0.30		0.23

Intersection Summary

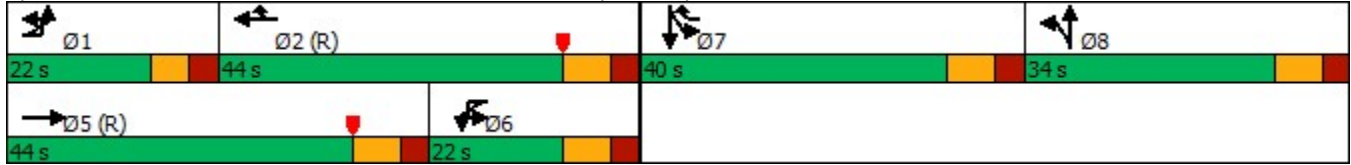
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	13.0	
Total Split (s)	40.0	
Total Split (%)	28.6%	
Maximum Green (s)	32.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	13.5	
Actuated g/C Ratio	0.10	
v/c Ratio	0.57	
Control Delay	72.6	
Queue Delay	0.0	
Total Delay	72.6	
LOS	E	
Approach Delay	68.4	
Approach LOS	E	
Queue Length 50th (ft)	89	
Queue Length 95th (ft)	141	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	414	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.24	
Intersection Summary		

Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 29.2
 Intersection Capacity Utilization 64.2%
 Analysis Period (min) 15



















Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke



Lanes, Volumes, Timings
 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

Existing Saturday Evening
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	7	1	95	3	1	11	2	22	301	2	7	9
Future Volume (vph)	7	1	95	3	1	11	2	22	301	2	7	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0		420		0		105
Storage Lanes	0		2	0		0		2		0		1
Taper Length (ft)	0			0				80				70
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95	1.00
Frt			0.850		0.899				0.999			
Flt Protected		0.957			0.991			0.950				0.950
Satd. Flow (prot)	0	1818	2814	0	1693	0	0	3385	3571	0	0	1805
Flt Permitted		0.804			0.932			0.384				0.549
Satd. Flow (perm)	0	1528	2814	0	1592	0	0	1368	3571	0	0	1043
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			106		12				1			
Link Speed (mph)		40			30				40			
Link Distance (ft)		756			287				1121			
Travel Time (s)		12.9			6.5				19.1			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	8	1	106	3	1	12	2	24	334	2	8	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	106	0	16	0	0	26	336	0	0	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			0				36			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		24			16				28			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1	1	1	2		1	1	2		1	1
Detector Template	Left			Left			Left		Thru		Left	
Leading Detector (ft)	20	30	25	20	22		20	25	100		20	25
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	30	25	20	6		20	25	6		20	25
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					12				94			
Detector 2 Size(ft)					10				6			
Detector 2 Type					Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			
Turn Type	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm	Perm

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	448	9
Future Volume (vph)	448	9
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3564	0
Flt Permitted		
Satd. Flow (perm)	3564	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	822	
Travel Time (s)	14.0	
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	498	10
Shared Lane Traffic (%)		
Lane Group Flow (vph)	508	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	32	
Link Offset(ft)	0	
Crosswalk Width(ft)	40	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	

Lanes, Volumes, Timings
 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

Existing Saturday Evening
 05/23/2024

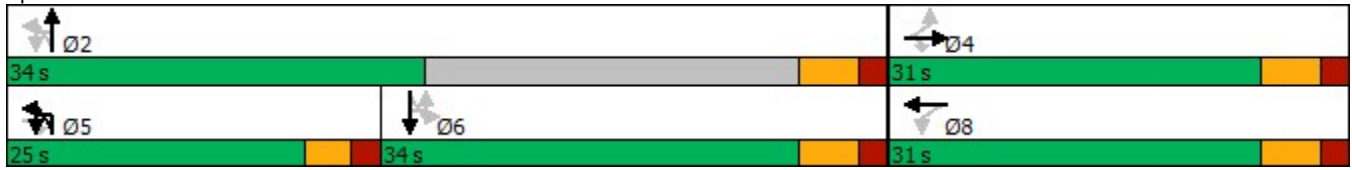
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Protected Phases		4			8		5	5	2			
Permitted Phases	4		4 5	8			2	2			6	6
Detector Phase	4	4	4 5	8	8		5	5	2		6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0	20.0
Minimum Split (s)	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0	26.0
Total Split (s)	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0	34.0
Total Split (%)	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%	37.8%
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			0.0
Total Lost Time (s)		6.0			6.0			5.0	6.0			6.0
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2	0.2
Recall Mode	None	None		None	None		None	None	Min		Min	Min
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	22.0	22.0		22.0	22.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		6.1	14.6		6.1			33.1	33.5			25.0
Actuated g/C Ratio		0.13	0.31		0.13			0.70	0.71			0.53
v/c Ratio		0.05	0.11		0.07			0.02	0.13			0.03
Control Delay		19.6	3.4		13.6			3.1	3.6			9.2
Queue Delay		0.0	0.0		0.0			0.0	0.0			0.0
Total Delay		19.6	3.4		13.6			3.1	3.6			9.2
LOS		B	A		B			A	A			A
Approach Delay		4.7			13.6				3.6			
Approach LOS		A			B				A			
Queue Length 50th (ft)		2	0		1			1	16			3
Queue Length 95th (ft)		12	12		14			3	28			12
Internal Link Dist (ft)		676			207				1041			
Turn Bay Length (ft)								420				105
Base Capacity (vph)		808	1809		848			1806	3571			684
Starvation Cap Reductn		0	0		0			0	0			0
Spillback Cap Reductn		0	0		0			0	0			0
Storage Cap Reductn		0	0		0			0	0			0
Reduced v/c Ratio		0.01	0.06		0.02			0.01	0.09			0.03

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 47.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.27
 Intersection Signal Delay: 7.0
 Intersection Capacity Utilization 41.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lane Group	↓ SBT	↙ SBR
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	34.0	
Total Split (%)	37.8%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	25.0	
Actuated g/C Ratio	0.53	
v/c Ratio	0.27	
Control Delay	9.7	
Queue Delay	0.0	
Total Delay	9.7	
LOS	A	
Approach Delay	9.7	
Approach LOS	A	
Queue Length 50th (ft)	49	
Queue Length 95th (ft)	80	
Internal Link Dist (ft)	742	
Turn Bay Length (ft)		
Base Capacity (vph)	2338	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.22	
Intersection Summary		

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke













Existing Saturday Evening
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	15	591	58	15	22	767	60	33	10	33	78
Future Volume (vph)	6	15	591	58	15	22	767	60	33	10	33	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.98		1.00				1.00	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1685	5136	1507	0	1805	5085	1478	0	1669	1507	1685
Flt Permitted		0.950				0.950				0.765		0.726
Satd. Flow (perm)	0	1685	5136	1475	0	1803	5085	1478	0	1320	1488	1286
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)				1		1			7		1	1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	7	17	657	64	17	24	852	67	37	11	37	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	657	64	0	41	852	67	0	48	37	87
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	14	25
Future Volume (vph)	14	25
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1480
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	16	28
Shared Lane Traffic (%)		
Lane Group Flow (vph)	16	28
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

Existing Saturday Evening
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	32.0	32.0	61.0	61.0	32.0	32.0	61.0	61.0	47.0	47.0	47.0	47.0
Total Split (%)	22.9%	22.9%	43.6%	43.6%	22.9%	22.9%	43.6%	43.6%	33.6%	33.6%	33.6%	33.6%
Maximum Green (s)	26.0	26.0	53.0	53.0	26.0	26.0	53.0	53.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									0	0	0	0
Act Effct Green (s)		7.7	97.4	97.4		8.3	100.7	100.7		14.8	14.8	14.8
Actuated g/C Ratio		0.06	0.70	0.70		0.06	0.72	0.72		0.11	0.11	0.11
v/c Ratio		0.26	0.18	0.06		0.38	0.23	0.06		0.35	0.24	0.64
Control Delay		70.2	6.9	7.5		80.1	4.0	4.3		62.9	58.7	79.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		70.2	6.9	7.5		80.1	4.0	4.3		62.9	58.7	79.8
LOS		E	A	A		F	A	A		E	E	E
Approach Delay			9.0				7.3			61.0		
Approach LOS			A				A			E		
Queue Length 50th (ft)		22	56	15		36	52	11		41	31	77
Queue Length 95th (ft)		57	68	28		81	60	20		80	65	132
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		312	3574	1026		335	3657	1063		367	414	358
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.08	0.18	0.06		0.12	0.23	0.06		0.13	0.09	0.24

Intersection Summary


Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	47.0	47.0
Total Split (%)	33.6%	33.6%
Maximum Green (s)	39.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	14.8	14.8
Actuated g/C Ratio	0.11	0.11
v/c Ratio	0.09	0.18
Control Delay	54.4	57.2
Queue Delay	0.0	0.0
Total Delay	54.4	57.2
LOS	D	E
Approach Delay	71.9	
Approach LOS	E	
Queue Length 50th (ft)	13	24
Queue Length 95th (ft)	35	53
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	493	412
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.03	0.07
Intersection Summary		

Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 14.7
 Intersection Capacity Utilization 66.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 61 s	 Ø4 47 s
 Ø5 32 s	 Ø6 (R) 61 s	 Ø8 47 s

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

Existing Saturday Evening
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	81	598	2	6	1	734	90	1	3	0	66
Future Volume (vph)	3	81	598	2	6	1	734	90	1	3	0	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.99		1.00		
Flt				0.850				0.850				
Flt Protected		0.950				0.950				0.988		0.950
Satd. Flow (prot)	0	3165	3574	1615	0	1805	3574	1553	0	1877	0	3502
Flt Permitted		0.950				0.950						0.950
Satd. Flow (perm)	0	3164	3574	1615	0	1805	3574	1532	0	1898	0	3502
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								97				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		1						1	4			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	11%	1%	0%	0%	0%	1%	4%	0%	0%	0%	0%
Adj. Flow (vph)	3	87	643	2	6	1	789	97	1	3	0	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	90	643	2	0	7	789	97	0	4	0	71
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0			0.0		0.0

Lane Group	SBT	SBR	Ø2
Lane Configurations	↘	↙	
Traffic Volume (vph)	2	125	
Future Volume (vph)	2	125	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.98	0.98	
Frt	0.854	0.850	
Flt Protected			
Satd. Flow (prot)	1489	1504	
Flt Permitted			
Satd. Flow (perm)	1489	1480	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		4	
Peak Hour Factor	0.93	0.93	
Heavy Vehicles (%)	0%	2%	
Adj. Flow (vph)	2	134	
Shared Lane Traffic (%)		49%	
Lane Group Flow (vph)	68	68	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

Existing Saturday Evening
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	58.0	58.0	20.0	20.0			21.0	21.0		41.0
Total Split (%)	14.3%	14.3%	41.4%	41.4%	14.3%	14.3%			15.0%	15.0%		29.3%
Maximum Green (s)	13.0	13.0	51.0	51.0	13.0	13.0			14.0	14.0		34.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												0
Act Effct Green (s)		8.4	96.9	96.9		8.4	96.9	115.0		5.2		11.1
Actuated g/C Ratio		0.06	0.69	0.69		0.06	0.69	0.82		0.04		0.08
v/c Ratio		0.48	0.26	0.00		0.06	0.32	0.08		0.06		0.26
Control Delay		71.6	9.7	11.0		59.9	4.3	1.4		66.5		61.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		71.6	9.7	11.0		59.9	4.3	1.4		66.5		61.6
LOS		E	A	B		E	A	A		E		E
Approach Delay			17.3				4.4			66.5		
Approach LOS			B				A			E		
Queue Length 50th (ft)		41	95	1		6	72	0		4		31
Queue Length 95th (ft)		70	203	5		23	81	0		17		55
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		293	2473	1117		167	2590	1475		189		850
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.31	0.26	0.00		0.04	0.30	0.07		0.02		0.08

Intersection Summary


Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 17.5
 Intersection LOS: B

	↓	↙	
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	38.0
Total Split (%)	29.3%	29.3%	27%
Maximum Green (s)	34.0	34.0	31.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	11.1	11.1	
Actuated g/C Ratio	0.08	0.08	
v/c Ratio	0.58	0.58	
Control Delay	80.4	80.7	
Queue Delay	0.0	0.0	
Total Delay	80.4	80.7	
LOS	F	F	
Approach Delay	74.1		
Approach LOS	E		
Queue Length 50th (ft)	64	64	
Queue Length 95th (ft)	115	115	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	361	359	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.19	0.19	
Intersection Summary			

Intersection Capacity Utilization 67.1%
 Analysis Period (min) 15

ICU Level of Service C













Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke

 Ø1 20 s	 Ø2 (R) 38 s	 Ø3 20 s	 Ø4 41 s	 Ø7 21 s
 Ø5 (R) 58 s				

Lanes, Volumes, Timings
19: Merrick Ave & Front St

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	182	100	81	213	46	100	228	84	113	356	108
Future Volume (vph)	68	182	100	81	213	46	100	228	84	113	356	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00	1.00			0.99		1.00		
Frt			0.850		0.974			0.960				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	1756	1507	1668	3235	0	1685	3326	0	1745	3574	1546
Flt Permitted	0.581			0.637			0.529			0.519		
Satd. Flow (perm)	1029	1756	1487	1117	3235	0	938	3326	0	949	3574	1546
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		14							
Link Speed (mph)		40			40			40				40
Link Distance (ft)		552			635			457				1121
Travel Time (s)		9.4			10.8			7.8				19.1
Confl. Peds. (#/hr)	1		1	1		1			2	2		
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	0%	0%	0%	0%	1%	1%
Parking (#/hr)									0			
Adj. Flow (vph)	72	192	105	85	224	48	105	240	88	119	375	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	192	105	85	272	0	105	328	0	119	375	114
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	12.0		5.0	12.0	12.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	20.0		10.0	20.0	20.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		1			0			0	0
Act Effct Green (s)	25.5	16.5	16.5	25.3	16.4		28.4	17.8		30.9	19.0	19.0
Actuated g/C Ratio	0.34	0.22	0.22	0.34	0.22		0.38	0.24		0.41	0.25	0.25
v/c Ratio	0.17	0.49	0.26	0.20	0.38		0.24	0.41		0.25	0.41	0.29
Control Delay	15.8	32.1	8.5	16.0	26.4		15.8	28.1		15.6	26.8	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	15.8	32.1	8.5	16.0	26.4		15.8	28.1		15.6	26.8	28.2
LOS	B	C	A	B	C		B	C		B	C	C
Approach Delay		22.2			23.9			25.1			24.9	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	20	79	2	23	54		26	66		30	74	42
Queue Length 95th (ft)	52	163	42	59	104		75	138		83	152	110
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	562	871	788	573	1612		605	2992		624	3216	1391
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.13	0.22	0.13	0.15	0.17		0.17	0.11		0.19	0.12	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 74.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 24.2









Intersection Capacity Utilization 53.2%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A

Splits and Phases: 19: Merrick Ave & Front St

 Ø1	 Ø2	 Ø3	 Ø4
21 s	43 s	21 s	78 s
 Ø5	 Ø6	 Ø7	 Ø8
21 s	43 s	21 s	78 s













Lanes, Volumes, Timings
20: Uniondale Ave & Front St

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	295	96	171	290	31	101	240	176	43	278	36
Future Volume (vph)	65	295	96	171	290	31	101	240	176	43	278	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.96	0.99	1.00			0.99		1.00		
Frt			0.850		0.985			0.937			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1881	1615	1787	1849	0	1805	1733	0	1805	1845	0
Flt Permitted	0.557			0.331			0.289			0.508		
Satd. Flow (perm)	1050	1881	1550	617	1849	0	549	1733	0	964	1845	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								31			5	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	4		7	7		4			1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	0%	3%	0%	0%	1%	3%
Parking (#/hr)						0						
Adj. Flow (vph)	68	311	101	180	305	33	106	253	185	45	293	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	311	101	180	338	0	106	438	0	45	331	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

Existing Saturday Evening
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		18.0	18.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0	0		0			2		1	1	
Act Effct Green (s)	21.4	21.4	21.4	37.0	35.9		32.4	31.3		20.7	20.7	
Actuated g/C Ratio	0.27	0.27	0.27	0.46	0.45		0.40	0.39		0.26	0.26	
v/c Ratio	0.24	0.62	0.24	0.43	0.41		0.30	0.63		0.18	0.69	
Control Delay	29.0	34.1	27.9	18.5	18.5		18.1	23.1		29.4	37.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.0	34.1	27.9	18.5	18.5		18.1	23.1		29.4	37.5	
LOS	C	C	C	B	B		B	C		C	D	
Approach Delay		32.1			18.5			22.2			36.5	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	27	140	41	54	114		32	156		18	153	
Queue Length 95th (ft)	73	271	97	118	226		77	309		55	299	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	748	1341	1105	473	1600		424	1107		389	748	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.09	0.23	0.09	0.38	0.21		0.25	0.40		0.12	0.44	

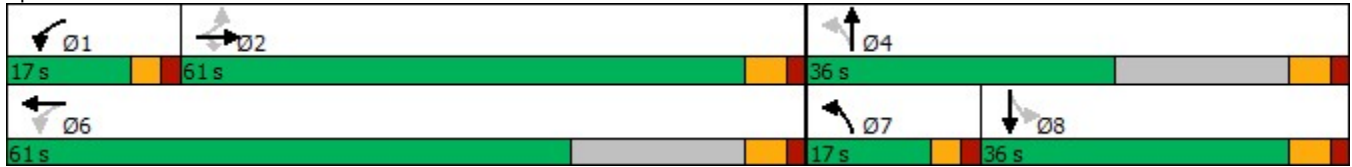
Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 80.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 26.5
 Intersection LOS: C

Intersection Capacity Utilization 79.1%
 Analysis Period (min) 15

ICU Level of Service D

Splits and Phases: 20: Uniondale Ave & Front St















Lanes, Volumes, Timings
21: California Ave & Front St

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	483	10	8	404	18	17	13	13	24	31	11
Future Volume (vph)	15	483	10	8	404	18	17	13	13	24	31	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.98			0.99	
Frt		0.997			0.994			0.959			0.977	
Flt Protected	0.950			0.950				0.981			0.982	
Satd. Flow (prot)	1685	1767	0	1685	1744	0	0	1892	0	0	2051	0
Flt Permitted	0.498			0.445				0.841			0.860	
Satd. Flow (perm)	882	1767	0	786	1744	0	0	1609	0	0	1793	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	4		11	11		4	10		2	2		10
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	16	519	11	9	434	19	18	14	14	26	33	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	530	0	9	453	0	0	46	0	0	71	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
 21: California Ave & Front St

Existing Saturday Evening
 05/23/2024

Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		15.5	15.5		15.5	15.5	
Total Split (s)	61.0	61.0		61.0	61.0		28.5	28.5		28.5	28.5	
Total Split (%)	68.2%	68.2%		68.2%	68.2%		31.8%	31.8%		31.8%	31.8%	
Maximum Green (s)	55.0	55.0		55.0	55.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)							4	4		1	1	
Act Effct Green (s)	39.3	39.3		39.3	39.3			11.6			11.6	
Actuated g/C Ratio	0.74	0.74		0.74	0.74			0.22			0.22	
v/c Ratio	0.02	0.40		0.02	0.35			0.13			0.18	
Control Delay	6.1	7.3		6.1	6.8			18.5			18.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	6.1	7.3		6.1	6.8			18.5			18.8	
LOS	A	A		A	A			B			B	
Approach Delay		7.3			6.8			18.5			18.8	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)	2	82		1	66			12			18	
Queue Length 95th (ft)	11	210		7	171			36			50	
Internal Link Dist (ft)		178			181			328			459	
Turn Bay Length (ft)	45			50								
Base Capacity (vph)	849	1701		757	1679			714			796	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.02	0.31		0.01	0.27			0.06			0.09	

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 52.9
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay: 8.3

Intersection Capacity Utilization 46.1%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	54	451	0	321	495	25	1	23	147	0	17	166
Future Volume (vph)	54	451	0	321	495	25	1	23	147	0	17	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.98			1.00	1.00			1.00				1.00
Frt					0.993							0.966
Flt Protected	0.950			0.950				0.950				0.996
Satd. Flow (prot)	1805	3539	0	1770	3535	0	0	1805	1881	0	0	3462
Flt Permitted	0.429			0.395				0.540				0.920
Satd. Flow (perm)	802	3539	0	734	3535	0	0	1025	1881	0	0	3198
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	23		4	4		23		1				
Confl. Bikes (#/hr)						3						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	2%	1%	4%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	61	513	0	365	563	28	1	26	167	0	19	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	513	0	365	591	0	0	27	167	0	0	268
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		20	20	30		20	6
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	53
Future Volume (vph)	53
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.88
Heavy Vehicles (%)	0%
Adj. Flow (vph)	60
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		14.0	14.0	14.0		14.0	14.0
Total Split (s)	26.0	41.0		26.0	41.0		33.0	33.0	33.0		33.0	33.0
Total Split (%)	26.0%	41.0%		26.0%	41.0%		33.0%	33.0%	33.0%		33.0%	33.0%
Maximum Green (s)	21.0	35.0		21.0	35.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		0					1	1	1			
Act Effct Green (s)	59.4	49.4		73.1	58.7			15.3	15.3			15.3
Actuated g/C Ratio	0.59	0.49		0.73	0.59			0.15	0.15			0.15
v/c Ratio	0.11	0.29		0.50	0.28			0.17	0.58			0.55
Control Delay	12.8	29.0		7.9	12.2			28.7	36.8			42.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.3			0.0
Total Delay	12.8	29.0		7.9	12.2			28.7	37.1			42.3
LOS	B	C		A	B			C	D			D
Approach Delay		27.3			10.5				35.9			42.3
Approach LOS		C			B				D			D
Queue Length 50th (ft)	15	117		60	85			9	61			86
Queue Length 95th (ft)	58	234		145	168			23	89			106
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	768	1789		776	2076			276	507			863
Starvation Cap Reductn	0	0		0	0			0	75			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.08	0.29		0.47	0.28			0.10	0.39			0.31

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 22.1
 Intersection Capacity Utilization 73.2%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave



Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	399	27	61	416	102	30	315	75	102	515	76
Future Volume (vph)	73	399	27	61	416	102	30	315	75	102	515	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98	1.00		0.99	0.99		1.00	0.99		0.99	1.00	
Frt		0.990			0.970			0.971			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3501	0	1805	3414	0	1805	3451	0	1787	3494	0
Flt Permitted	0.214			0.334			0.343			0.402		
Satd. Flow (perm)	398	3501	0	629	3414	0	649	3451	0	750	3494	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			30			29			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	53		20	20		53	15		17	17		15
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	0%	1%	2%	0%	1%	1%	1%	1%	1%
Parking (#/hr)						0						
Adj. Flow (vph)	86	469	32	72	489	120	35	371	88	120	606	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	501	0	72	609	0	35	459	0	120	695	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings
23: Clinton St & Fulton Ave









Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	15.0	35.0		15.0	35.0		15.0	35.0		15.0	35.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	9.0	29.0		9.0	29.0		9.0	29.0		9.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		5			6			7			18	
Act Effct Green (s)	30.0	23.3		28.6	22.6		45.8	40.2		52.0	46.6	
Actuated g/C Ratio	0.30	0.23		0.29	0.23		0.46	0.40		0.52	0.47	
v/c Ratio	0.38	0.61		0.28	0.77		0.10	0.33		0.26	0.42	
Control Delay	24.8	36.6		17.5	33.0		15.3	22.6		15.5	21.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.8	36.6		17.5	33.0		15.3	22.6		15.5	21.8	
LOS	C	D		B	C		B	C		B	C	
Approach Delay		34.8			31.3			22.1			20.9	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	36	148		19	188		10	101		38	165	
Queue Length 95th (ft)	57	174		20	218		29	155		76	239	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	251	1021		293	1011		423	1410		487	1636	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.34	0.49		0.25	0.60		0.08	0.33		0.25	0.42	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 50 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 27.1
 Intersection Capacity Utilization 75.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D













Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1 15 s	 Ø2 (R) 35 s	 Ø3 15 s	 Ø4 35 s
 Ø5 15 s	 Ø6 (R) 35 s	 Ø7 15 s	 Ø8 35 s

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	314	94	47	354	51	79	430	43	47	537	107
Future Volume (vph)	73	314	94	47	354	51	79	430	43	47	537	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98		0.97		0.99		1.00	1.00		0.99	1.00	
Frt			0.850		0.983			0.986			0.975	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1626	3610	1599	0	3366	0	1624	3423	0	1624	3324	0
Flt Permitted	0.277				0.860		0.273			0.457		
Satd. Flow (perm)	465	3610	1544	0	2906	0	466	3423	0	773	3324	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	33		18	18		33	8		19	19		8
Confl. Bikes (#/hr)			1			2			2			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	0%	1%	0%	1%	0%	0%	0%	2%	0%	1%	7%
Parking (#/hr)						0						
Adj. Flow (vph)	81	349	104	52	393	57	88	478	48	52	597	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	349	104	0	502	0	88	526	0	52	716	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		3	3		6			6		11		11
Act Effct Green (s)	32.1	30.1	30.1		20.4		49.9	47.9		39.5		39.5
Actuated g/C Ratio	0.36	0.33	0.33		0.23		0.55	0.53		0.44		0.44
v/c Ratio	0.31	0.29	0.20		0.76		0.26	0.29		0.15		0.49
Control Delay	19.9	21.3	19.7		40.3		14.1	13.8		22.6		22.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	19.9	21.3	19.7		40.3		14.1	13.8		22.6		22.6
LOS	B	C	B		D		B	B		C		C
Approach Delay		20.8			40.3			13.9				22.6
Approach LOS		C			D			B				C
Queue Length 50th (ft)	29	72	40		139		24	87		19		161
Queue Length 95th (ft)	53	94	68		187		55	140		53		253
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	277	1272	544		754		361	1859		346		1490
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	0.29	0.27	0.19		0.67		0.24	0.28		0.15		0.48

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 6 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 23.7
 Intersection Capacity Utilization 81.2%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 24: N Franklin St & Fulton Ave



Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave













Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	254	37	4	182	403	167	0	336	133	112	426
Future Volume (vph)	0	254	37	4	182	403	167	0	336	133	112	426
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.97		1.00		1.00	1.00
Frt		0.981					0.850		0.957			0.989
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3418	0	0	1745	3610	1830	0	3186	0	1624	3167
Flt Permitted					0.950						0.353	
Satd. Flow (perm)	0	3418	0	0	1744	3610	1783	0	3186	0	602	3167
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		18					189		66			12
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	12		1		1		12	26		4	4	
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	0	292	43	5	209	463	192	0	386	153	129	490
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	335	0	0	214	463	192	0	539	0	129	529
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	34
Future Volume (vph)	34
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Flt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	26
Confl. Bikes (#/hr)	
Peak Hour Factor	0.87
Heavy Vehicles (%)	3%
Adj. Flow (vph)	39
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave

Existing Saturday Evening
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		25.5		11.5	25.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		9				1			0			4
Act Effct Green (s)		15.2			21.8	42.5	48.5		25.0		36.5	36.5
Actuated g/C Ratio		0.17			0.24	0.47	0.54		0.28		0.41	0.41
v/c Ratio		0.57			0.51	0.27	0.18		0.58		0.41	0.41
Control Delay		35.7			36.1	15.0	1.6		27.2		25.9	19.8
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		35.7			36.1	15.0	1.6		27.2		25.9	19.8
LOS		D			D	B	A		C		C	B
Approach Delay		35.7				17.3			27.2			21.0
Approach LOS		D				B			C			C
Queue Length 50th (ft)		90			108	86	1		114		43	100
Queue Length 95th (ft)		112			181	101	20		174		87	153
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		905			422	1704	1132		1006		393	1501
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		0.37			0.51	0.27	0.17		0.54		0.33	0.35

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 44 (49%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 23.1

Intersection Capacity Utilization 64.3%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service C

Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	546	156	274	572	121	101	242	159	97	184	27
Future Volume (vph)	62	546	156	274	572	121	101	242	159	97	184	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.99			0.99		0.99		1.00		
Frt			0.850			0.850		0.940			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1586	3421	1516	1685	3455	1546	1694	3263	0	1685	3394	0
Flt Permitted	0.416			0.319			0.529			0.209		
Satd. Flow (perm)	694	3421	1497	566	3455	1524	943	3263	0	370	3394	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								111			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	1					1			1	1		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	2%	3%	0%	1%	1%	3%	0%	0%	0%	1%	0%
Parking (#/hr)												0
Adj. Flow (vph)	67	593	170	298	622	132	110	263	173	105	200	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	593	170	298	622	132	110	436	0	105	229	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0	
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%	
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	66.9	60.1	71.6	90.6	79.9	91.5	31.4	19.9		31.4	19.9	
Actuated g/C Ratio	0.48	0.43	0.51	0.65	0.57	0.65	0.22	0.14		0.22	0.14	
v/c Ratio	0.18	0.40	0.22	0.53	0.32	0.13	0.40	0.78		0.55	0.47	
Control Delay	14.7	31.1	18.9	15.5	18.2	9.1	42.9	52.8		49.2	54.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	14.7	31.1	18.9	15.5	18.2	9.1	42.9	52.8		49.2	54.8	
LOS	B	C	B	B	B	A	D	D		D	D	
Approach Delay		27.3			16.3			50.8			53.0	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	21	197	76	109	155	39	79	153		75	97	
Queue Length 95th (ft)	49	297	143	195	241	78	118	205		114	134	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	490	1467	826	563	1971	1057	332	1011		254	977	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.40	0.21	0.53	0.32	0.12	0.33	0.43		0.41	0.23	









Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 73 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 30.9
 Intersection Capacity Utilization 69.5%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd

 Ø1 23 s	 Ø2 (R) 48 s	 Ø3 23 s	 Ø4 46 s
 Ø5 23 s	 Ø6 (R) 48 s	 Ø7 23 s	 Ø8 46 s

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

Existing Saturday Evening
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	150	977	36	194	1095	399	29	173	168	325	222
Future Volume (vph)	1	150	977	36	194	1095	399	29	173	168	325	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		375		245	250		0	95		235	300	
Storage Lanes		1		1	2		1	1		1	2	
Taper Length (ft)		85			110			130			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00		0.99	1.00		0.98	1.00				
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3502	5136	1495	3502	6471	1615	1687	3505	1599	3433	3505
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3498	5136	1476	3498	6471	1587	1686	3505	1599	3433	3505
Right Turn on Red				Yes			No			Yes		
Satd. Flow (RTOR)				225						143		
Link Speed (mph)			30			40			30			30
Link Distance (ft)			566			700			662			581
Travel Time (s)			12.9			11.9			15.0			13.2
Confl. Peds. (#/hr)		4		4	4		4	1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	1%	8%	0%	1%	0%	7%	3%	1%	2%	3%
Adj. Flow (vph)	1	174	1136	42	226	1273	464	34	201	195	378	258
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	1136	42	226	1273	464	34	201	195	378	258
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	149
Future Volume (vph)	149
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1594
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.86
Heavy Vehicles (%)	0%
Adj. Flow (vph)	173
Shared Lane Traffic (%)	
Lane Group Flow (vph)	173
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

Existing Saturday Evening
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	5	2		1	6		3	8	1	7	4
Permitted Phases				Free			6 7			8		
Detector Phase	5	5	2		1	6	6 7	3	8	1	7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0		5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.0	9.0	26.0		9.0	26.0		11.0	16.0	9.0	11.0	16.0
Total Split (s)	27.0	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0
Total Split (%)	16.9%	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%
Maximum Green (s)	21.0	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None
Walk Time (s)	5.0	5.0	7.0			7.0			7.0			7.0
Flash Dont Walk (s)	7.0	7.0	28.0			28.0			33.0			33.0
Pedestrian Calls (#/hr)	0	0	0			0			1			1
Act Effct Green (s)		12.4	81.1	160.0	14.5	83.2	111.7	7.7	18.9	38.4	22.5	34.8
Actuated g/C Ratio		0.08	0.51	1.00	0.09	0.52	0.70	0.05	0.12	0.24	0.14	0.22
v/c Ratio		0.65	0.44	0.03	0.72	0.38	0.42	0.42	0.49	0.40	0.78	0.34
Control Delay		82.6	28.0	0.0	92.1	14.1	7.7	88.4	68.3	15.3	78.1	53.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay		82.6	28.0	0.0	92.1	14.1	7.9	88.4	68.3	15.3	78.1	53.1
LOS		F	C	A	F	B	A	F	E	B	E	D
Approach Delay			34.2			21.6			45.8			62.0
Approach LOS			C			C			D			E
Queue Length 50th (ft)		93	256	0	124	122	94	35	108	44	200	128
Queue Length 95th (ft)		126	399	0	167	142	132	70	121	85	236	129
Internal Link Dist (ft)			486			620			582			501
Turn Bay Length (ft)		375		245	250			95		235	300	
Base Capacity (vph)		459	2604	1476	319	3366	1172	168	920	493	622	1192
Starvation Cap Reductn		0	0	0	0	0	151	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.38	0.44	0.03	0.71	0.38	0.45	0.20	0.22	0.40	0.61	0.22

Intersection Summary

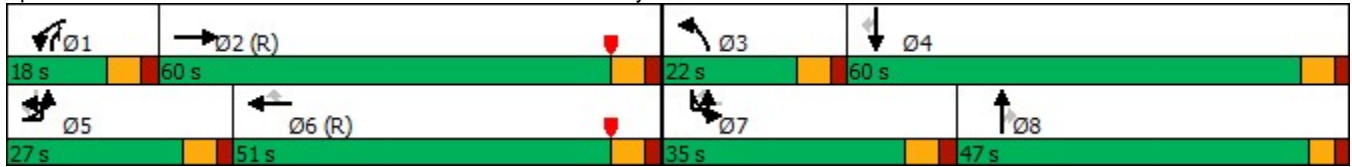
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 34.8
 Intersection LOS: C

Lane Group	SBR
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	53.2
Actuated g/C Ratio	0.33
v/c Ratio	0.33
Control Delay	40.3
Queue Delay	0.0
Total Delay	40.3
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	145
Queue Length 95th (ft)	146
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	618
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.28
Intersection Summary	

Intersection Capacity Utilization 67.9%
 Analysis Period (min) 15

ICU Level of Service C

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd















Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	805	211	108	626	56	215	101	161	106	75	29
Future Volume (vph)	56	805	211	108	626	56	215	101	161	106	75	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	0.99		0.98	1.00	1.00		1.00		0.98		0.99	
Frt			0.850		0.988				0.850		0.979	
Flt Protected	0.950			0.950			0.950				0.976	
Satd. Flow (prot)	1805	5136	1615	1752	5066	0	3502	1900	1615	0	3428	0
Flt Permitted	0.355			0.264			0.950				0.976	
Satd. Flow (perm)	671	5136	1586	486	5066	0	3490	1900	1581	0	3414	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			229		10				115			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	7		3	3		7	3		6	6		3
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	3%	1%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	61	875	229	117	680	61	234	110	175	115	82	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	875	229	117	741	0	234	110	175	0	229	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru						Left	
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

Existing Saturday Evening
 05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0			6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		1	1				1	1				
Act Effct Green (s)	96.3	88.8	88.8	105.0	95.0		19.0	19.0	30.3			16.9
Actuated g/C Ratio	0.60	0.56	0.56	0.66	0.59		0.12	0.12	0.19			0.11
v/c Ratio	0.13	0.31	0.23	0.29	0.25		0.56	0.49	0.44			0.63
Control Delay	12.5	21.1	3.4	13.2	17.3		71.0	72.0	20.4			76.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0
Total Delay	12.5	21.1	3.4	13.2	17.3		71.0	72.0	20.4			76.4
LOS	B	C	A	B	B		E	E	C			E
Approach Delay		17.2			16.7			54.1				76.4
Approach LOS		B			B			D				E
Queue Length 50th (ft)	20	169	0	40	128		123	111	52			123
Queue Length 95th (ft)	52	270	52	90	207		154	163	106			166
Internal Link Dist (ft)		554			755			317				181
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	585	2850	982	480	3012		853	463	476			432
Starvation Cap Reductn	0	0	0	0	0		0	0	0			0
Spillback Cap Reductn	0	0	0	0	0		0	0	0			0
Storage Cap Reductn	0	0	0	0	0		0	0	0			0
Reduced v/c Ratio	0.10	0.31	0.23	0.24	0.25		0.27	0.24	0.37			0.53

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 13 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63

Intersection Signal Delay: 28.9





Intersection LOS: C

Intersection Capacity Utilization 58.6%

ICU Level of Service B

Analysis Period (min) 15













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	771	134	285	552	35	101	241	376	99	256	122
Future Volume (vph)	125	771	134	285	552	35	101	241	376	99	256	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00					0.99
Frt		0.978			0.991			0.935	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5055	0	3433	3541	0	1770	3201	1455	1787	3539	1615
Flt Permitted	0.950			0.950			0.452			0.189		
Satd. Flow (perm)	1786	5055	0	3431	3541	0	841	3201	1455	356	3539	1592
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					5			129	123			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)	1		1	1		1	2					2
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	1%	2%	1%	0%	2%	1%	1%	1%	2%	0%
Adj. Flow (vph)	139	857	149	317	613	39	112	268	418	110	284	136
Shared Lane Traffic (%)									49%			
Lane Group Flow (vph)	139	1006	0	317	652	0	112	473	213	110	284	136
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												








												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		1			0						0	
Act Effct Green (s)	15.2	66.4		17.3	68.4		32.2	21.0	44.3	32.6	21.2	36.4
Actuated g/C Ratio	0.11	0.47		0.12	0.49		0.23	0.15	0.32	0.23	0.15	0.26
v/c Ratio	0.72	0.42		0.75	0.38		0.42	0.80	0.39	0.56	0.53	0.33
Control Delay	79.8	26.5		70.4	25.1		42.5	52.0	16.0	48.4	57.7	37.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.8	26.5		70.4	25.1		42.5	52.0	16.0	48.4	57.7	37.5
LOS	E	C		E	C		D	D	B	D	E	D
Approach Delay		33.0			39.9			41.0			50.6	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	124	216		145	190		79	170	65	78	127	94
Queue Length 95th (ft)	189	311		191	297		119	225	128	116	166	133
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	293	2396		563	1732		304	918	598	235	910	506
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.42		0.56	0.38		0.37	0.52	0.36	0.47	0.31	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80

Intersection Signal Delay: 39.5
 Intersection Capacity Utilization 75.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D













Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
29 s	49 s	20 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
29 s	49 s	20 s	42 s

Lanes, Volumes, Timings
 30: Merrick Ave & Stewart Ave/Park Blvd

Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	249	97	61	3	91	85	54	328	1	134	378	259
Future Volume (vph)	249	97	61	3	91	85	54	328	1	134	378	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt			0.850		0.928						0.978	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	3610	1615	1805	3334	0	1805	3610	0	1745	3339	1379
Flt Permitted	0.950			0.950			0.447			0.411		
Satd. Flow (perm)	3502	3610	1615	1805	3334	0	849	3610	0	755	3339	1379
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			70									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%	3%
Adj. Flow (vph)	286	111	70	3	105	98	62	377	1	154	434	298
Shared Lane Traffic (%)												25%
Lane Group Flow (vph)	286	111	70	3	203	0	62	378	0	154	509	223
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	11.9	25.7	38.2	4.8	10.4		24.1	16.7		29.9	21.4	39.4
Actuated g/C Ratio	0.17	0.37	0.54	0.07	0.15		0.34	0.24		0.43	0.30	0.56
v/c Ratio	0.48	0.08	0.08	0.02	0.41		0.16	0.44		0.35	0.50	0.29
Control Delay	30.3	16.8	3.3	36.0	31.3		13.6	25.8		14.8	23.9	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	30.3	16.8	3.3	36.0	31.3		13.6	25.8		14.8	23.9	10.6
LOS	C	B	A	D	C		B	C		B	C	B
Approach Delay		23.0			31.3			24.1			19.0	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	55	14	0	1	40		14	71		37	100	53
Queue Length 95th (ft)	104	41	20	10	82		39	128		83	171	108
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	1318	2091	1105	548	1689		584	2091		555	1934	1060
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.22	0.05	0.06	0.01	0.12		0.11	0.18		0.28	0.26	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 70.2
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 22.3
 Intersection Capacity Utilization 52.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd

↙ Ø1	↕ Ø2	↘ Ø3	→ Ø4
20 s	46 s	26 s	41 s
↙ Ø5	↕ Ø6	↘ Ø7	← Ø8
20 s	46 s	31 s	41 s













Lanes, Volumes, Timings
31: Endo Blvd/Mercents Concourse & Stewart Ave

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	316	11	6	187	86	10	43	42	499	57	517
Future Volume (vph)	173	316	11	6	187	86	10	43	42	499	57	517
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Frt		0.995			0.953				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.961	
Satd. Flow (prot)	1787	6503	0	1805	4844	0	1805	1810	1615	1643	3299	2814
Flt Permitted	0.515			0.520			0.950			0.950	0.961	
Satd. Flow (perm)	969	6503	0	988	4844	0	1805	1810	1615	1643	3299	2814
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			82				70			562
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	0%	3%	0%	0%	5%	0%	0%	4%	1%
Adj. Flow (vph)	188	343	12	7	203	93	11	47	46	542	62	562
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	188	355	0	7	296	0	11	47	46	271	333	562
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5

Lanes, Volumes, Timings
31: Endo Blvd/Mercents Concourse & Stewart Ave







Existing Saturday Evening
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	84.7	76.0		69.5	64.7		10.3	10.3	13.5	29.8	29.8	49.8
Actuated g/C Ratio	0.60	0.54		0.50	0.46		0.07	0.07	0.10	0.21	0.21	0.36
v/c Ratio	0.28	0.10		0.01	0.13		0.08	0.35	0.21	0.78	0.47	0.41
Control Delay	15.9	18.1		17.2	18.8		60.5	68.4	4.6	66.6	49.5	2.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	18.1		17.2	18.8		60.5	68.4	4.6	66.6	49.5	2.7
LOS	B	B		B	B		E	E	A	E	D	A
Approach Delay		17.3			18.7			39.4			30.9	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	76	47		3	40		10	42	0	257	146	0
Queue Length 95th (ft)	142	74		12	78		30	83	11	343	183	34
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	695	3532		681	2283		386	387	364	381	765	1438
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.10		0.01	0.13		0.03	0.12	0.13	0.71	0.44	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 26.1
 Intersection Capacity Utilization 78.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave

 Ø1	 Ø2 (R)	 Ø3	 Ø4
24 s	44 s	36 s	36 s
 Ø5	 Ø6 (R)		
24 s	44 s		

Lanes, Volumes, Timings
32: Quentin Roosevelt Blvd/South St & Stewart Ave

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	31	329	75	167	408	58	3	85	166	84	1	88
Future Volume (vph)	31	329	75	167	408	58	3	85	166	84	1	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		0.98		1.00
Frt		0.972			0.981					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1752	4952	0	3335	5080	0	0	1788	3574	2814	0	1770
Flt Permitted	0.950			0.950				0.527				0.605
Satd. Flow (perm)	1751	4952	0	3323	5080	0	0	991	3574	2771	0	1124
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		36			18					100		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	1		2	2		1		1		3		3
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	1%	4%	5%	0%	0%	0%	1%	1%	1%	0%	2%
Adj. Flow (vph)	37	392	89	199	486	69	4	101	198	100	1	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	481	0	199	555	0	0	105	198	100	0	106
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Perm	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6			3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		8	3	8	1	7	7
Switch Phase												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	212	41
Future Volume (vph)	212	41
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1615
Flt Permitted		
Satd. Flow (perm)	3574	1594
Right Turn on Red		Yes
Satd. Flow (RTOR)		70
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.84	0.84
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	252	49
Shared Lane Traffic (%)		
Lane Group Flow (vph)	252	49
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5
Switch Phase		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

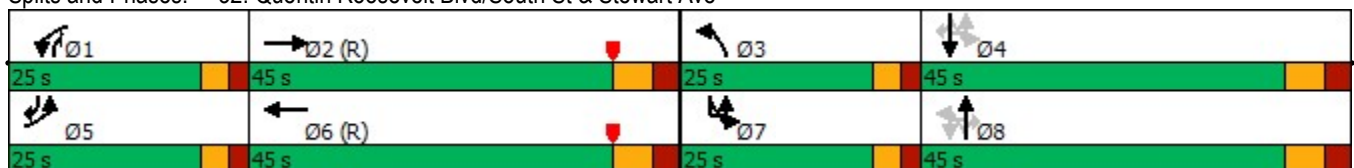
Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	32.0		5.0	32.0		12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		44.0	10.0	44.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		45.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		32.1%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		38.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0		7.0			
Flash Dont Walk (s)							30.0		30.0			
Pedestrian Calls (#/hr)							1		1			
Act Effct Green (s)	8.4	70.7		13.7	78.0			33.3	19.6	35.2		34.0
Actuated g/C Ratio	0.06	0.50		0.10	0.56			0.24	0.14	0.25		0.24
v/c Ratio	0.36	0.19		0.61	0.20			0.35	0.40	0.13		0.32
Control Delay	71.7	20.1		68.6	17.8			39.6	55.5	5.2		39.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	71.7	20.1		68.6	17.8			39.6	55.5	5.2		39.0
LOS	E	C		E	B			D	E	A		D
Approach Delay		23.8			31.2				38.9			
Approach LOS		C			C				D			
Queue Length 50th (ft)	33	74		91	83			76	90	0		77
Queue Length 95th (ft)	66	132		120	147			90	101	15		91
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	250	2517		476	2838			385	970	898		402
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.15	0.19		0.42	0.20			0.27	0.20	0.11		0.26

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 33.7
 Intersection Capacity Utilization 68.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



	↓	↙
Lane Group	SBT	SBR
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	19.9	30.3
Actuated g/C Ratio	0.14	0.22
v/c Ratio	0.50	0.12
Control Delay	57.3	3.1
Queue Delay	0.0	0.0
Total Delay	57.3	3.1
LOS	E	A
Approach Delay	46.0	
Approach LOS	D	
Queue Length 50th (ft)	116	0
Queue Length 95th (ft)	123	11
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	975	529
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.26	0.09
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave













Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	425	17	321	574	42	19	232	176	46	339	88
Future Volume (vph)	64	425	17	321	574	42	19	232	176	46	339	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.994			0.990			0.938			0.972	
Flt Protected	0.950			0.950				0.998			0.995	
Satd. Flow (prot)	1770	5156	0	3467	3569	0	0	3303	0	0	3418	0
Flt Permitted	0.950			0.950				0.893			0.819	
Satd. Flow (perm)	1770	5156	0	3467	3569	0	0	2955	0	0	2813	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	1%	0%	2%	0%	2%	3%	0%	3%	0%
Adj. Flow (vph)	74	494	20	373	667	49	22	270	205	53	394	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	514	0	373	716	0	0	497	0	0	549	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

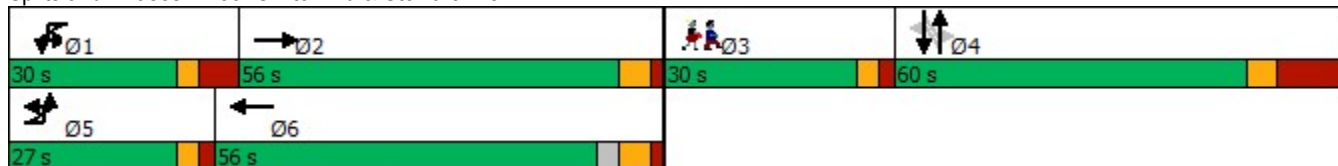
Existing Saturday Evening
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	9.5	22.7		17.7	36.8			38.5			38.5	
Actuated g/C Ratio	0.09	0.21		0.16	0.34			0.36			0.36	
v/c Ratio	0.47	0.47		0.65	0.59			0.47			0.55	
Control Delay	61.0	39.6		49.7	33.6			28.9			30.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	61.0	39.6		49.7	33.6			28.9			30.5	
LOS	E	D		D	C			C			C	
Approach Delay		42.3			39.1			28.9			30.5	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	51	118		128	230			135			155	
Queue Length 95th (ft)	104	158		192	304			206			234	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	371	2458		727	1804			1299			1236	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.20	0.21		0.51	0.40			0.38			0.44	

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 107.5
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 36.2
 Intersection Capacity Utilization 84.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E







Splits and Phases: 33: Clinton Rd & Stewart Ave



Lane Group Ø3

Permitted Phases
 Detector Phase
 Switch Phase
 Minimum Initial (s) 1.0
 Minimum Split (s) 33.0
 Total Split (s) 30.0
 Total Split (%) 17%
 Maximum Green (s) 25.0
 Yellow Time (s) 3.0
 All-Red Time (s) 2.0
 Lost Time Adjust (s)
 Total Lost Time (s)
 Lead/Lag Lead
 Lead-Lag Optimize? Yes
 Vehicle Extension (s) 1.0
 Recall Mode None
 Walk Time (s) 10.0
 Flash Dont Walk (s) 18.0
 Pedestrian Calls (#/hr) 0
 Act Effct Green (s)
 Actuated g/C Ratio
 v/c Ratio
 Control Delay
 Queue Delay
 Total Delay
 LOS
 Approach Delay
 Approach LOS
 Queue Length 50th (ft)
 Queue Length 95th (ft)
 Internal Link Dist (ft)
 Turn Bay Length (ft)
 Base Capacity (vph)
 Starvation Cap Reductn
 Spillback Cap Reductn
 Storage Cap Reductn
 Reduced v/c Ratio

Intersection Summary

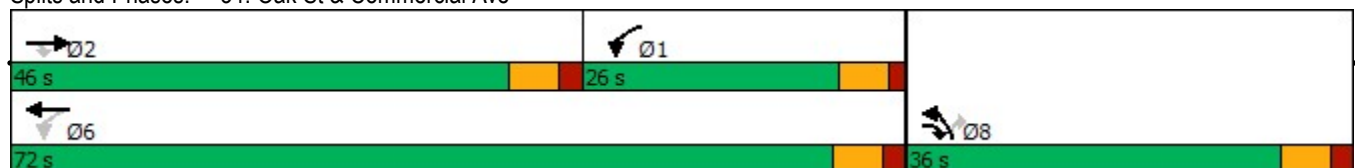
						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	34	52	219	56	50	185
Future Volume (vph)	34	52	219	56	50	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3610	1182	3367	1629	3303	2787
Flt Permitted			0.731		0.950	
Satd. Flow (perm)	3610	1182	2591	1629	3303	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		58				206
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	23%	4%	5%	6%	2%
Parking (#/hr)		0		0		
Adj. Flow (vph)	38	58	243	62	56	206
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	58	243	62	56	206
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	10.0	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.4	12.0	14.6	14.1	9.3	9.3
Actuated g/C Ratio	0.37	0.36	0.43	0.42	0.28	0.28
v/c Ratio	0.03	0.13	0.17	0.09	0.06	0.22
Control Delay	9.4	2.6	6.6	6.6	11.6	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	2.6	6.6	6.6	11.6	3.6
LOS	A	A	A	A	B	A
Approach Delay	5.3			6.6	5.3	
Approach LOS	A			A	A	
Queue Length 50th (ft)	2	0	13	7	3	0
Queue Length 95th (ft)	11	8	25	19	16	21
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	3544	1049	2332	1629	2912	2482
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.06	0.10	0.04	0.02	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 33.6
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.22
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 30.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave













Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	206	3	20	1	7	14	1	23	109	1	3	10
Future Volume (vph)	206	3	20	1	7	14	1	23	109	1	3	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor								1.00				
Frt			0.850		0.900				0.999			
Flt Protected	0.950	0.954		0.950				0.950				0.950
Satd. Flow (prot)	1626	3267	1538	1805	2738	0	0	1805	5182	0	0	1461
Flt Permitted	0.635	0.955						0.612				0.669
Satd. Flow (perm)	1087	3271	1538	1900	2738	0	0	1160	5182	0	0	1029
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			72		16				1			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)								2				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	5%	0%	14%	21%	0%	0%	0%	0%	0%	30%
Adj. Flow (vph)	234	3	23	1	8	16	1	26	124	1	3	11
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	117	120	23	1	24	0	0	27	125	0	0	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	196	248
Future Volume (vph)	196	248
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1553
Flt Permitted		
Satd. Flow (perm)	3574	1530
Right Turn on Red		Yes
Satd. Flow (RTOR)		282
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		2
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	1%	4%
Adj. Flow (vph)	223	282
Shared Lane Traffic (%)		
Lane Group Flow (vph)	223	282
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

Existing Saturday Evening
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.0	16.0	16.0	11.0	11.0		10.0	10.0	11.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)	12.5	11.4	11.4	6.8	6.8			11.4	9.6			11.3
Actuated g/C Ratio	0.35	0.32	0.32	0.19	0.19			0.32	0.27			0.32
v/c Ratio	0.22	0.11	0.04	0.00	0.04			0.06	0.09			0.04
Control Delay	9.6	9.0	0.1	17.0	11.1			9.6	12.6			9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	9.6	9.0	0.1	17.0	11.1			9.6	12.6			9.7
LOS	A	A	A	B	B			A	B			A
Approach Delay		8.5			11.4				12.1			
Approach LOS		A			B				B			
Queue Length 50th (ft)	13	7	0	0	0			3	4			1
Queue Length 95th (ft)	54	26	0	4	10			18	26			12
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	1031	3157	1487	1469	2121			870	4831			706
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.11	0.04	0.02	0.00	0.01			0.03	0.03			0.02

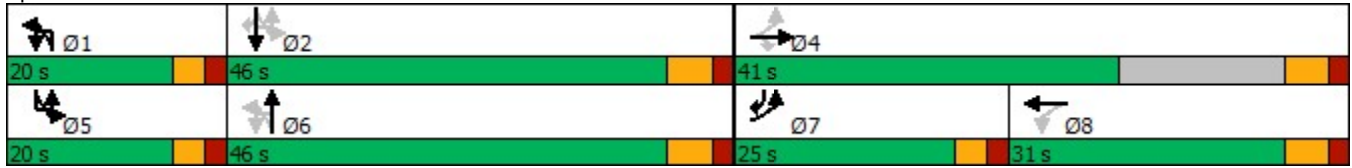
Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 35.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.27
 Intersection Signal Delay: 8.3
 Intersection Capacity Utilization 38.1%
 Intersection LOS: A
 ICU Level of Service A

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	16.0	10.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	9.6	21.2
Actuated g/C Ratio	0.27	0.60
v/c Ratio	0.23	0.27
Control Delay	13.2	2.0
Queue Delay	0.0	0.0
Total Delay	13.2	2.0
LOS	B	A
Approach Delay	7.0	
Approach LOS	A	
Queue Length 50th (ft)	12	0
Queue Length 95th (ft)	63	32
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	3332	1257
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.22
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



Lanes, Volumes, Timings
 36: Charles Lindbergh Blvd & Meadow St/Drwy

Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	73	1	3	0	0	0	0	1	264	149
Future Volume (vph)	0	4	73	1	3	0	0	0	0	1	264	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor										1.00		0.99
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1773	1561	1925	1900	0	0	0	0	1685	5085	1463
Flt Permitted				0.755						0.950		
Satd. Flow (perm)	0	1773	1561	1530	1900	0	0	0	0	1681	5085	1444
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			79									162
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)	7					7	1		1	1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%
Adj. Flow (vph)	0	4	79	1	3	0	0	0	0	1	287	162
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	79	1	3	0	0	0	0	1	287	162
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0

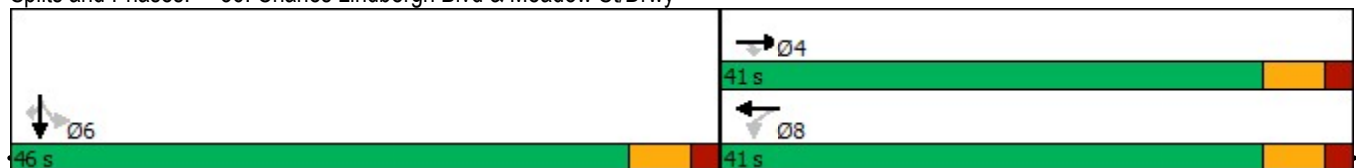
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		0	0	0	0					2	2	2
Act Effct Green (s)		8.1	8.1	8.1	8.1					32.1	32.1	32.1
Actuated g/C Ratio		0.17	0.17	0.17	0.17					0.67	0.67	0.67
v/c Ratio		0.01	0.24	0.00	0.01					0.00	0.08	0.16
Control Delay		15.5	7.2	15.0	15.3					4.0	4.3	1.6
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		15.5	7.2	15.0	15.3					4.0	4.3	1.6
LOS		B	A	B	B					A	A	A
Approach Delay		7.6			15.3						3.3	
Approach LOS		A			B						A	
Queue Length 50th (ft)		1	0	0	1					0	10	0
Queue Length 95th (ft)		7	26	3	5					1	19	17
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		1304	1168	1125	1397					1457	4407	1273
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.00	0.07	0.00	0.00					0.00	0.07	0.13















Intersection Summary









Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 48.2
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.24
 Intersection Signal Delay: 4.1
 Intersection Capacity Utilization 49.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy



								
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR
Lane Configurations								
Traffic Volume (vph)	797	38	52	236	935	221	8	0
Future Volume (vph)	797	38	52	236	935	221	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	12
Storage Length (ft)		55		150		205		0
Storage Lanes		1		2		1		1
Taper Length (ft)				85				
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.88	1.00	1.00
Ped Bike Factor		0.96		0.99				
Frt		0.850				0.850		
Flt Protected				0.950				
Satd. Flow (prot)	5014	1561	0	3152	5014	2721	0	1900
Flt Permitted				0.950				
Satd. Flow (perm)	5014	1504	0	3136	5014	2721	0	1900
Right Turn on Red			No				No	Yes
Satd. Flow (RTOR)								
Link Speed (mph)	40				40			
Link Distance (ft)	625				576			
Travel Time (s)	10.7				9.8			
Confl. Peds. (#/hr)		9		9				9
Confl. Bikes (#/hr)								
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	876	42	57	259	1027	243	9	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	876	99	0	259	1027	252	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	R NA
Median Width(ft)	18				18			
Link Offset(ft)	0				0			
Crosswalk Width(ft)	16				16			
Two way Left Turn Lane								
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9
Number of Detectors	0	0		2	0	2		0
Detector Template								
Leading Detector (ft)	0	0		50	0	50		0
Trailing Detector (ft)	0	0		0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0		0
Detector 1 Size(ft)	0	0		20	0	20		0
Detector 1 Type				Cl+Ex		Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)				30		30		
Detector 2 Size(ft)				20		20		
Detector 2 Type				Cl+Ex		Cl+Ex		

								
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR
Detector 2 Channel								
Detector 2 Extend (s)				0.0		0.0		
Turn Type	NA	Perm		Prot	NA	Over		Perm
Protected Phases	2			4	6	4		
Permitted Phases		2						4
Detector Phase	2	2		4	6	4		4
Switch Phase								
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	22.5	17.6		17.6
Total Split (s)	94.0	94.0		46.0	94.0	46.0		46.0
Total Split (%)	67.1%	67.1%		32.9%	67.1%	32.9%		32.9%
Maximum Green (s)	87.0	87.0		38.4	87.0	38.4		38.4
Yellow Time (s)	4.0	4.0		3.5	4.0	3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0	4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0	7.6		7.6
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	0.2	0.2		3.0	0.2	3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max	None		None
Walk Time (s)	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0		31.0		31.0
Pedestrian Calls (#/hr)	3	3		0		0		0
Act Effct Green (s)	106.9	106.9		18.5	106.9	18.5		
Actuated g/C Ratio	0.76	0.76		0.13	0.76	0.13		
v/c Ratio	0.23	0.09		0.62	0.27	0.70		
Control Delay	5.2	4.9		64.2	4.9	68.4		
Queue Delay	0.0	0.0		0.0	0.0	0.0		
Total Delay	5.2	4.9		64.2	4.9	68.4		
LOS	A	A		E	A	E		
Approach Delay	5.2				16.8			
Approach LOS	A				B			
Queue Length 50th (ft)	72	20		111	97	126		
Queue Length 95th (ft)	106	42		168	69	171		
Internal Link Dist (ft)	545				496			
Turn Bay Length (ft)		55		150		205		
Base Capacity (vph)	3827	1148		864	3827	746		
Starvation Cap Reductn	0	0		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.23	0.09		0.30	0.27	0.34		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 81 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 17.5

Intersection Capacity Utilization 51.3%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke















Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	777	19	10	812	61	55	30	3	88	50	277
Future Volume (vph)	190	777	19	10	812	61	55	30	3	88	50	277
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	1.00		0.99	1.00		1.00	0.98	0.98
Frt		0.996			0.990			0.988			0.895	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3120	4983	0	1745	4913	0	1745	1749	0	1745	1536	1483
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3115	4983	0	1734	4913	0	1731	1749	0	1741	1536	1450
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	3		10	10		3	9		2	2		9
Confl. Bikes (#/hr)									4			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	216	883	22	11	923	69	63	34	3	100	57	315
Shared Lane Traffic (%)												42%
Lane Group Flow (vph)	216	905	0	11	992	0	63	37	0	100	189	183
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

Existing Saturday Evening
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	26.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	34.0	60.0		20.0	46.0		26.0	26.0		34.0	34.0	34.0
Total Split (%)	24.3%	42.9%		14.3%	32.9%		18.6%	18.6%		24.3%	24.3%	24.3%
Maximum Green (s)	28.0	54.0		14.0	40.0		20.0	20.0		28.0	28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		3			1		3	3		1	1	
Act Effct Green (s)	14.1	84.3		8.7	72.2		10.7	10.7		21.2	21.2	35.3
Actuated g/C Ratio	0.10	0.60		0.06	0.52		0.08	0.08		0.15	0.15	0.25
v/c Ratio	0.69	0.30		0.10	0.39		0.47	0.28		0.38	0.81	0.50
Control Delay	67.7	15.4		82.7	32.2		71.6	63.6		56.1	82.4	43.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	67.7	15.4		82.7	32.2		71.6	63.6		56.1	82.4	43.2
LOS	E	B		F	C		E	E		E	F	D
Approach Delay		25.5			32.8			68.7				61.6
Approach LOS		C			C			E				E
Queue Length 50th (ft)	92	116		10	201		57	33		83	176	141
Queue Length 95th (ft)	126	286		32	383		97	64		131	251	188
Internal Link Dist (ft)		496			1126			179				412
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	624	2999		174	2534		249	249		349	307	516
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.35	0.30		0.06	0.39		0.25	0.15		0.29	0.62	0.35

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 45 (32%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 36.1

Intersection Capacity Utilization 70.8%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service C

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	715	112	155	726	139	121	199	100	145	219	78
Future Volume (vph)	181	715	112	155	726	139	121	199	100	145	219	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		1.00			1.00					0.99
Frt		0.980			0.976				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4897	0	3120	4853	0	3268	3455	1561	3268	3490	1454
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3236	4897	0	3115	4853	0	3263	3455	1561	3268	3490	1433
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)			3	3			2					2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	1%	1%	1%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	201	794	124	172	807	154	134	221	111	161	243	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	918	0	172	961	0	134	221	111	161	243	87
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

Existing Saturday Evening
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	26.0	50.0		26.0	50.0		26.0	38.0	26.0	26.0	38.0	26.0
Total Split (%)	18.6%	35.7%		18.6%	35.7%		18.6%	27.1%	18.6%	18.6%	27.1%	18.6%
Maximum Green (s)	19.0	42.0		19.0	42.0		19.0	30.0	19.0	19.0	30.0	19.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		1			0			1			0	
Act Effct Green (s)	13.1	70.8		12.1	69.8		13.0	15.9	29.0	11.3	14.1	28.2
Actuated g/C Ratio	0.09	0.51		0.09	0.50		0.09	0.11	0.21	0.08	0.10	0.20
v/c Ratio	0.67	0.37		0.64	0.40		0.44	0.56	0.34	0.61	0.69	0.30
Control Delay	72.1	23.6		72.5	24.6		63.0	63.2	31.6	72.1	71.0	31.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.1	23.6		72.5	24.6		63.0	63.2	31.6	72.1	71.0	31.0
LOS	E	C		E	C		E	E	C	E	E	C
Approach Delay		32.3			31.9			55.6			64.3	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	92	174		79	188		61	104	68	74	114	52
Queue Length 95th (ft)	131	289		116	309		85	130	82	110	157	66
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	439	2475		423	2418		478	740	400	443	747	352
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.37		0.41	0.40		0.28	0.30	0.28	0.36	0.33	0.25

Intersection Summary















Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69

Intersection Signal Delay: 40.4
 Intersection Capacity Utilization 72.1%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



							Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations	 		 	 		 	
Traffic Volume (vph)	248	18	280	298	0	182	
Future Volume (vph)	248	18	280	298	0	182	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor	1.00		1.00				
Frt	0.990					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3419	0	3268	3336	0	2842	
Flt Permitted			0.950				
Satd. Flow (perm)	3419	0	3263	3336	0	2842	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						303	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)		3	3		2		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%	
Adj. Flow (vph)	267	19	301	320	0	196	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	286	0	301	320	0	196	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	1						0
Act Effct Green (s)	20.0		39.0	13.0		39.0	
Actuated g/C Ratio	0.28		0.55	0.18		0.55	
v/c Ratio	0.30		0.17	0.52		0.12	
Control Delay	21.3		8.2	29.6		0.3	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	21.3		8.2	29.6		0.3	
LOS	C		A	C		A	
Approach Delay	21.3			19.2	0.3		
Approach LOS	C			B	A		
Queue Length 50th (ft)	50		30	67		0	
Queue Length 95th (ft)	86		48	104		1	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	963		2254	1645		2055	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.30		0.13	0.19		0.10	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 71
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 16.4
 Intersection Capacity Utilization 36.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A













Splits and Phases: 47: Merrick Ave & Bellmore Ave



Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	128	23	69	116	18	14	267	79	37	266	101
Future Volume (vph)	59	128	23	69	116	18	14	267	79	37	266	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00		0.99	1.00			0.99	
Frt		0.977			0.980			0.966			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3353	0	1668	3359	0	1745	3451	0	1745	3314	0
Flt Permitted	0.656			0.644			0.498			0.517		
Satd. Flow (perm)	1100	3353	0	1131	3359	0	907	3451	0	950	3314	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			20			57			81	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	0%	1%	1%	6%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	67	145	26	78	132	20	16	303	90	42	302	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	171	0	78	152	0	16	393	0	42	417	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0		20.0
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0		36.0
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%		45.6%
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0		6.0
Lead/Lag				Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2		0.2
Recall Mode	Max	Max		None			Max	Max		Max		Max
Walk Time (s)	8.0	8.0					1.0	1.0		1.0		1.0
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0		0.0
Pedestrian Calls (#/hr)	0	0					0	0		0		0
Act Effct Green (s)	26.0	26.0		33.5	37.5		30.0	30.0		30.0		30.0
Actuated g/C Ratio	0.34	0.34		0.43	0.48		0.39	0.39		0.39		0.39
v/c Ratio	0.18	0.15		0.15	0.09		0.05	0.29		0.11		0.31
Control Delay	20.4	15.9		11.7	9.5		15.9	14.7		16.8		14.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	20.4	15.9		11.7	9.5		15.9	14.7		16.8		14.1
LOS	C	B		B	A		B	B		B		B
Approach Delay		17.2			10.2			14.8				14.4
Approach LOS		B			B			B				B
Queue Length 50th (ft)	23	25		19	17		5	56		13		56
Queue Length 95th (ft)	52	47		40	31		17	89		34		91
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	369	1142		611	1620		351	1371		367		1333
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.18	0.15		0.13	0.09		0.05	0.29		0.11		0.31

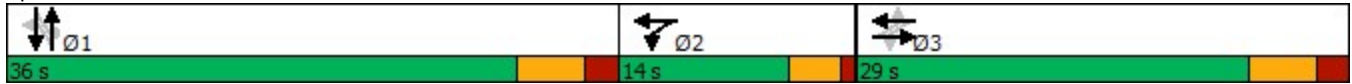
Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 77.5
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.31

Intersection Signal Delay: 14.3
Intersection Capacity Utilization 56.2%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd



Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave













Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	12	83	88	8	55	98	102	23	20	190	331	115
Future Volume (vph)	12	83	88	8	55	98	102	23	20	190	331	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor										1.00	1.00	
Frt		0.919					0.972				0.961	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1440	3287	0	0	0	1624	3287	0	0	1682	3343	0
Flt Permitted	0.663					0.626				0.529		
Satd. Flow (perm)	1005	3287	0	0	0	1070	3287	0	0	936	3343	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)										1		
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	0%	0%	0%	0%	3%	4%	2%	0%	0%	0%
Adj. Flow (vph)	13	93	99	9	62	110	115	26	22	213	372	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	201	0	0	0	172	141	0	0	235	501	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	3 4		1	1	1 2	
Permitted Phases	4				3 4	3 4			1 2	1 2		

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	22	194	129	12
Future Volume (vph)	22	194	129	12
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99		
Frt		0.937		
Flt Protected	0.950			
Satd. Flow (prot)	1685	3233	0	0
Flt Permitted	0.468			
Satd. Flow (perm)	830	3233	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)			1	1
Confl. Bikes (#/hr)				
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%
Adj. Flow (vph)	25	218	145	13
Shared Lane Traffic (%)				
Lane Group Flow (vph)	25	376	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			

Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

Existing Saturday Evening
 05/23/2024

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Detector Phase	4	4			3	3	3 4		1	1	1 2	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	10.4	10.4				22.7	27.7			28.8	33.8	
Actuated g/C Ratio	0.15	0.15				0.32	0.39			0.40	0.47	
v/c Ratio	0.09	0.42				0.41	0.11			0.47	0.32	
Control Delay	29.9	31.8				18.6	14.4			15.9	12.8	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	29.9	31.8				18.6	14.4			15.9	12.8	
LOS	C	C				B	B			B	B	
Approach Delay		31.7					16.7				13.8	
Approach LOS		C					B				B	
Queue Length 50th (ft)	5	44				52	21			60	67	
Queue Length 95th (ft)	21	77				93	37			118	112	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	422	1382				569	2178			529	1540	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.03	0.15				0.30	0.06			0.44	0.33	





Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 71.6
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 20.4
 Intersection Capacity Utilization 83.0%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service E





















Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave



Lane Group	 SBL	 SBT	 SBR	 SBR2
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	0	0		
Act Effct Green (s)	15.1	15.1		
Actuated g/C Ratio	0.21	0.21		
v/c Ratio	0.14	0.55		
Control Delay	27.5	29.7		
Queue Delay	0.0	0.0		
Total Delay	27.5	29.7		
LOS	C	C		
Approach Delay		29.6		
Approach LOS		C		
Queue Length 50th (ft)	9	80		
Queue Length 95th (ft)	31	131		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	174	679		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.14	0.55		
Intersection Summary				













Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

Existing Saturday Evening
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	357	72	94	331	129	82	320	46	112	288	73
Future Volume (vph)	128	357	72	94	331	129	82	320	46	112	288	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99	0.98		1.00	0.99		0.99	1.00	
Frt		0.975			0.958			0.981			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	3321	0	1668	3262	0	1685	1817	0	1668	1821	0
Flt Permitted	0.380			0.465			0.337			0.246		
Satd. Flow (perm)	662	3321	0	807	3262	0	596	1817	0	426	1821	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			61			8			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	18		11	11		18	6		28	28		6
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	0%	2%	2%	1%	1%	0%
Adj. Flow (vph)	136	380	77	100	352	137	87	340	49	119	306	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	457	0	100	489	0	87	389	0	119	384	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

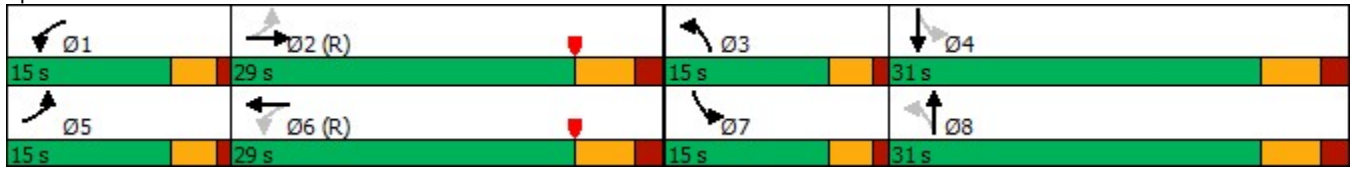
Existing Saturday Evening
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	14.0		7.0	14.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		2			9			4			6	
Act Effct Green (s)	41.6	32.2		39.2	29.6		32.7	23.5		35.8	26.6	
Actuated g/C Ratio	0.46	0.36		0.44	0.33		0.36	0.26		0.40	0.30	
v/c Ratio	0.34	0.38		0.24	0.44		0.29	0.81		0.42	0.70	
Control Delay	17.2	24.3		16.2	24.1		16.7	43.8		19.2	34.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.2	24.3		16.2	24.1		16.7	43.8		19.2	34.7	
LOS	B	C		B	C		B	D		B	C	
Approach Delay		22.7			22.8			38.9			31.0	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	42	98		30	100		29	201		40	189	
Queue Length 95th (ft)	88	167		68	168		50	289		65	273	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	439	1224		484	1133		373	531		328	558	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	0.37		0.21	0.43		0.23	0.73		0.36	0.69	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 28.2
 Intersection Capacity Utilization 66.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave



Lanes, Volumes, Timings
 51: Brookside Ave/Uniondale Ave & Nassau Rd

Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	520	57	24	571	266	63	239	23	197	180	23
Future Volume (vph)	9	520	57	24	571	266	63	239	23	197	180	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.96						
Frt		0.985				0.850		0.987			0.983	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3364	0	1745	3455	1478	1652	1813	0	1652	1805	0
Flt Permitted		0.943		0.291			0.621			0.322		
Satd. Flow (perm)	0	3175	0	533	3455	1418	1080	1813	0	560	1805	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		12						5			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	13		6	6		13						
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	1%	2%	2%	0%	0%	2%	0%	0%
Adj. Flow (vph)	10	559	61	26	614	286	68	257	25	212	194	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	630	0	26	614	286	68	282	0	212	219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
 51: Brookside Ave/Uniondale Ave & Nassau Rd

Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	0	0			0	0						
Act Effct Green (s)		31.6		36.9	35.8	35.8	16.9	16.9		33.8	32.8	
Actuated g/C Ratio		0.39		0.46	0.44	0.44	0.21	0.21		0.42	0.41	
v/c Ratio		0.51		0.08	0.40	0.46	0.30	0.74		0.58	0.30	
Control Delay		22.2		13.7	16.6	19.2	32.0	42.3		23.7	17.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		22.2		13.7	16.6	19.2	32.0	42.3		23.7	17.6	
LOS		C		B	B	B	C	D		C	B	
Approach Delay		22.2			17.3			40.3			20.6	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		108		7	105	96	27	121		61	62	
Queue Length 95th (ft)		221		22	165	181	72	237		137	137	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1247		380	1958	803	312	528		371	890	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.51		0.07	0.31	0.36	0.22	0.53		0.57	0.25	


















Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 80.8
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 22.7
 Intersection Capacity Utilization 81.5%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		  	  		  	
Traffic Volume (vph)	179	428	480	60	47	367
Future Volume (vph)	179	428	480	60	47	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.97	0.91
Frt			0.983		0.881	0.850
Flt Protected	0.950				0.990	
Satd. Flow (prot)	1652	4841	4875	0	3046	1407
Flt Permitted	0.422				0.990	
Satd. Flow (perm)	734	4841	4875	0	3046	1407
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			21		198	91
Link Speed (mph)		40	40		25	
Link Distance (ft)		324	370		322	
Travel Time (s)		5.5	6.3		8.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	1%	2%	6%	1%
Adj. Flow (vph)	192	460	516	65	51	395
Shared Lane Traffic (%)						50%
Lane Group Flow (vph)	192	460	581	0	249	197
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	10		32	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		42	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	0	0		1	1
Detector Template						
Leading Detector (ft)	46	0	0		30	30
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	0	0		30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	26					
Detector 2 Size(ft)	20					
Detector 2 Type	Cl+Ex					
Detector 2 Channel						
Detector 2 Extend (s)	0.0					
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	2	12	1		3	2
Permitted Phases	12					3
Detector Phase	2	12	1		3	2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	3.0		10.0		10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	9.0
Total Split (s)	27.0		35.0		43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag	Lag		Lead			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		0.2		3.0	2.0
Recall Mode	None		C-Min		None	None
Act Effct Green (s)	76.7	82.7	63.1		10.3	29.9
Actuated g/C Ratio	0.73	0.79	0.60		0.10	0.28
v/c Ratio	0.29	0.12	0.20		0.52	0.42
Control Delay	4.8	2.7	10.1		15.5	17.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.8	2.7	10.1		15.5	17.6
LOS	A	A	B		B	B
Approach Delay		3.4	10.1		16.4	
Approach LOS		A	B		B	
Queue Length 50th (ft)	24	20	56		16	61
Queue Length 95th (ft)	43	30	94		54	116
Internal Link Dist (ft)		244	290		242	
Turn Bay Length (ft)						
Base Capacity (vph)	771	4153	2936		1201	460
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.25	0.11	0.20		0.21	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 9.2
 Intersection Capacity Utilization 43.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

Existing Saturday Evening
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	26	1191	251	39	201	1308	101	319	31	484	135
Future Volume (vph)	2	26	1191	251	39	201	1308	101	319	31	484	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00		0.98		1.00	1.00			0.99	0.99	1.00
Frt				0.850			0.989			0.884	0.850	
Flt Protected		0.950				0.950			0.950	0.994		0.950
Satd. Flow (prot)	0	1685	4964	1620	0	3385	6177	0	3113	1415	1534	1772
Flt Permitted		0.950				0.950			0.950	0.994		0.950
Satd. Flow (perm)	0	1684	4964	1595	0	3383	6177	0	3113	1415	1512	1771
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				279			11			108	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		1		3		3		1			1	1
Confl. Bikes (#/hr)				1							4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	3%	0%	0%	1%	1%	2%	0%	0%	0%
Adj. Flow (vph)	2	29	1323	279	43	223	1453	112	354	34	538	150
Shared Lane Traffic (%)									10%		44%	40%
Lane Group Flow (vph)	0	31	1323	279	0	266	1565	0	319	306	301	90
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↙	↙
Traffic Volume (vph)	27	59
Future Volume (vph)	27	59
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.968	
Satd. Flow (prot)	1689	1615
Flt Permitted	0.968	
Satd. Flow (perm)	1688	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	30	66
Shared Lane Traffic (%)		
Lane Group Flow (vph)	90	66
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	1			0		1	1		
Act Effct Green (s)		8.5	65.8	103.9		18.0	75.3		38.2	38.2	62.2	14.1
Actuated g/C Ratio		0.05	0.41	0.65		0.11	0.47		0.24	0.24	0.39	0.09
v/c Ratio		0.35	0.65	0.24		0.70	0.54		0.43	0.73	0.48	0.58
Control Delay		102.9	37.1	3.5		78.2	32.6		52.2	45.1	29.8	84.6
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		102.9	37.1	3.5		78.2	32.6		52.2	45.1	29.8	84.6
LOS		F	D	A		E	C		D	D	C	F
Approach Delay			32.7				39.2			42.6		
Approach LOS			C				D			D		
Queue Length 50th (ft)		33	458	82		140	345		152	223	191	96
Queue Length 95th (ft)		m71	500	27		185	425		195	345	253	163
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	2040	1208		507	2912		901	486	676	179
Starvation Cap Reductn		0	0	0		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	0		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.12	0.65	0.23		0.52	0.54		0.35	0.63	0.45	0.50

Intersection Summary







Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	14.1	22.5
Actuated g/C Ratio	0.09	0.14
v/c Ratio	0.61	0.29
Control Delay	87.2	34.9
Queue Delay	0.0	0.0
Total Delay	87.2	34.9
LOS	F	C
Approach Delay	72.2	
Approach LOS	E	
Queue Length 50th (ft)	96	37
Queue Length 95th (ft)	164	59
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	170	405
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.53	0.16
Intersection Summary		

Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 39.3
 Intersection Capacity Utilization 90.3%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: D
 ICU Level of Service E













Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1	 Ø2 (R)	 Ø4	 Ø8
30 s	56 s	22 s	52 s
 Ø5	 Ø6 (R)		
30 s	56 s		

Lanes, Volumes, Timings
 54: Salisbury Park Dr/School St & Old Country Rd

Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	755	316	14	585	32	154	37	21	40	38	36
Future Volume (vph)	73	755	316	14	585	32	154	37	21	40	38	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.99		1.00			0.99		1.00		
Frt			0.850		0.992			0.945			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3693	1615	1685	3509	0	3236	1633	0	1805	1704	0
Flt Permitted	0.338			0.311			0.950			0.950		
Satd. Flow (perm)	620	3693	1593	552	3509	0	3236	1633	0	1796	1704	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			322		4			19				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)	3		1	1		3			3	3		
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	1%	3%	0%	0%	0%	0%
Adj. Flow (vph)	82	848	355	16	657	36	173	42	24	45	43	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	848	355	16	693	0	173	66	0	45	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20				20
Link Offset(ft)		0			0			0				-12
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex







												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	98.4	93.2	93.2	93.3	86.3		12.9	12.9		12.2	12.2	
Actuated g/C Ratio	0.70	0.67	0.67	0.67	0.62		0.09	0.09		0.09	0.09	
v/c Ratio	0.17	0.35	0.30	0.04	0.32		0.58	0.40		0.29	0.56	
Control Delay	8.2	12.0	2.7	8.1	14.2		68.7	49.8		63.0	75.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.2	12.0	2.7	8.1	14.2		68.7	49.8		63.0	75.1	
LOS	A	B	A	A	B		E	D		E	E	
Approach Delay		9.2			14.0			63.5			70.8	
Approach LOS		A			B			E			E	
Queue Length 50th (ft)	21	148	9	4	148		79	41		39	74	
Queue Length 95th (ft)	47	266	56	14	224		114	87		77	126	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	542	2457	1167	495	2164		785	410		373	352	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.35	0.30	0.03	0.32		0.22	0.16		0.12	0.24	















Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 13 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 19.5
 Intersection Capacity Utilization 49.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

 Ø1 17 s	 Ø2 (R) 48 s	 Ø4 35 s	 Ø8 40 s
 Ø5 17 s	 Ø6 (R) 48 s		

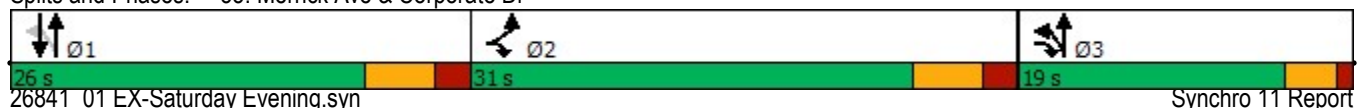
						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	167	209	97	654	619	113
Future Volume (vph)	167	209	97	654	619	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.977	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3385	1615	1805	3574	3463	0
Flt Permitted	0.950		0.265			
Satd. Flow (perm)	3385	1615	504	3574	3463	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		32			27	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	2%	1%
Adj. Flow (vph)	186	232	108	727	688	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	232	108	727	814	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	












Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	9.8	24.9	28.1	30.2	15.1	
Actuated g/C Ratio	0.19	0.48	0.54	0.58	0.29	
v/c Ratio	0.29	0.30	0.20	0.35	0.80	
Control Delay	21.0	8.7	5.5	6.6	24.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	21.0	8.7	5.5	6.6	24.3	
LOS	C	A	A	A	C	
Approach Delay	14.2			6.4	24.3	
Approach LOS	B			A	C	
Queue Length 50th (ft)	25	34	11	51	113	
Queue Length 95th (ft)	56	79	32	99	212	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1670	922	685	2359	1383	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.11	0.25	0.16	0.31	0.59	







Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 52.4
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 15.0
 Intersection Capacity Utilization 44.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	15	13	815	733	8
Future Volume (vph)	16	15	13	815	733	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.998	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1517	1615	1805	5136	3527	0
Flt Permitted	0.950		0.290			
Satd. Flow (perm)	1517	1615	551	5136	3527	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		17			1	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			3			3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	19%	0%	0%	1%	2%	13%
Adj. Flow (vph)	18	17	15	926	833	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	17	15	926	842	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	
Permitted Phases		3	1 2			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	7.1	7.1	31.7	41.3	24.3	
Actuated g/C Ratio	0.14	0.14	0.65	0.84	0.49	
v/c Ratio	0.08	0.07	0.03	0.21	0.48	
Control Delay	19.1	10.6	4.2	2.7	12.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.1	10.6	4.2	2.7	12.8	
LOS	B	B	A	A	B	
Approach Delay	15.0			2.7	12.8	
Approach LOS	B			A	B	
Queue Length 50th (ft)	5	0	1	0	55	
Queue Length 95th (ft)	18	13	6	55	#195	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	834	896	807	4582	1744	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.02	0.02	0.20	0.48	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 49.1
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 7.6
 Intersection Capacity Utilization 35.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A



























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

Splits and Phases: 56: Merrick Ave & Privado Rd















Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

Existing Saturday Evening
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	8	279	67	94	305	12	94	51	82	17	73	11
Future Volume (vph)	8	279	67	94	305	12	94	51	82	17	73	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00								
Frt			0.850			0.850		0.907			0.985	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1624	5136	1507	1652	5187	1507	1624	1551	0	0	1857	0
Flt Permitted	0.950			0.950			0.770				0.918	
Satd. Flow (perm)	1624	5136	1472	1649	5187	1507	1317	1551	0	0	1718	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						120		89			8	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	303	73	102	332	13	102	55	89	18	79	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	303	73	102	332	13	102	144	0	0	109	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

Existing Saturday Evening
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	26.0	26.0	20.0	35.0	35.0	34.0	34.0		34.0	34.0	
Total Split (%)	13.8%	32.5%	32.5%	25.0%	43.8%	43.8%	42.5%	42.5%		42.5%	42.5%	
Maximum Green (s)	6.0	18.6	18.6	15.0	27.6	27.6	27.2	27.2		27.2	27.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.1	40.5	40.5	9.3	50.6	50.6	13.0	13.0				13.0
Actuated g/C Ratio	0.06	0.51	0.51	0.12	0.63	0.63	0.16	0.16				0.16
v/c Ratio	0.09	0.12	0.10	0.53	0.10	0.01	0.48	0.44				0.38
Control Delay	36.8	12.6	14.4	42.7	7.2	0.0	37.1	16.8				30.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	36.8	12.6	14.4	42.7	7.2	0.0	37.1	16.8				30.6
LOS	D	B	B	D	A	A	D	B				C
Approach Delay		13.5			15.1			25.2				30.6
Approach LOS		B			B			C				C
Queue Length 50th (ft)	4	28	19	49	18	0	47	24				46
Queue Length 95th (ft)	18	55	52	91	50	0	87	69				85
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	121	2600	745	309	3278	996	447	586				589
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.07	0.12	0.10	0.33	0.10	0.01	0.23	0.25				0.19

Intersection Summary

Area Type: Other

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 35 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 18.1
 Intersection Capacity Utilization 52.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke















Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	30	4	16	34	60	5	244	10	87	315	16
Future Volume (vph)	8	30	4	16	34	60	5	244	10	87	315	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.99		1.00				
Frt		0.988				0.850		0.994			0.993	
Flt Protected		0.990			0.985		0.950			0.950		
Satd. Flow (prot)	0	1810	0	0	1809	1583	1624	3433	0	1593	3253	0
Flt Permitted		0.918			0.877		0.537			0.582		
Satd. Flow (perm)	0	1679	0	0	1610	1563	918	3433	0	976	3253	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				104		6			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)			1			1			1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	13%	0%	0%	0%	0%	2%	0%	1%	0%	2%	3%	0%
Adj. Flow (vph)	9	33	4	17	37	65	5	265	11	95	342	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	54	65	5	276	0	95	359	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

Existing Saturday Evening
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	0	0		0	0	0						
Act Effct Green (s)		8.1			8.1	8.1	24.8	24.8		28.8	31.7	
Actuated g/C Ratio		0.17			0.17	0.17	0.53	0.53		0.62	0.68	
v/c Ratio		0.16			0.19	0.18	0.01	0.15		0.14	0.16	
Control Delay		17.7			19.3	3.6	8.6	8.7		4.2	4.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		17.7			19.3	3.6	8.6	8.7		4.2	4.1	
LOS		B			B	A	A	A		A	A	
Approach Delay		17.7			10.8			8.7			4.1	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		10			13	0	1	23		8	18	
Queue Length 95th (ft)		32			38	14	5	44		20	32	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		837			800	829	489	1835		803	2220	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.05			0.07	0.08	0.01	0.15		0.12	0.16	

Intersection Summary










Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 46.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.19

Intersection Signal Delay: 7.1
Intersection Capacity Utilization 56.2%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service B

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	71	39	23	67	60
Future Volume (vph)	7	71	39	23	67	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.877		0.950			
Flt Protected	0.996					0.974
Satd. Flow (prot)	1645	0	1986	0	0	1885
Flt Permitted	0.996					0.974
Satd. Flow (perm)	1645	0	1986	0	0	1885
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%
Adj. Flow (vph)	9	91	50	29	86	77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	79	0	0	163
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 25.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 59: Main St & Meadow St

Existing Saturday Evening
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	71	39	23	67	60
Future Volume (Veh/h)	7	71	39	23	67	60
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	9	91	50	29	86	77
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						214
pX, platoon unblocked						
vC, conflicting volume	314	64			79	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	314	64			79	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	91			94	
cM capacity (veh/h)	645	1003			1526	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	100	79	163			
Volume Left	9	0	86			
Volume Right	91	29	0			
cSH	955	1700	1526			
Volume to Capacity	0.10	0.05	0.06			
Queue Length 95th (ft)	9	0	4			
Control Delay (s)	9.2	0.0	4.2			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	4.2			
Approach LOS	A					
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			25.0%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	49	24	7	51	5	12	116	16	18	137	16
Future Volume (vph)	8	49	24	7	51	5	12	116	16	18	137	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00	0.98		1.00	0.98
Frt		0.960			0.990				0.850			0.850
Flt Protected		0.995			0.994			0.995			0.994	
Satd. Flow (prot)	0	1800	0	0	1868	0	0	1718	1524	0	1747	1507
Flt Permitted		0.962			0.954			0.972			0.965	
Satd. Flow (perm)	0	1740	0	0	1791	0	0	1678	1488	0	1696	1473
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		26							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	2		5	5		2	2		2	2		2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	6%	0%	1%	0%
Adj. Flow (vph)	9	53	26	8	55	5	13	125	17	19	147	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	68	0	0	138	17	0	166	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1
Detector Phase	2	2		2	2		1	1	1	1	1	1

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

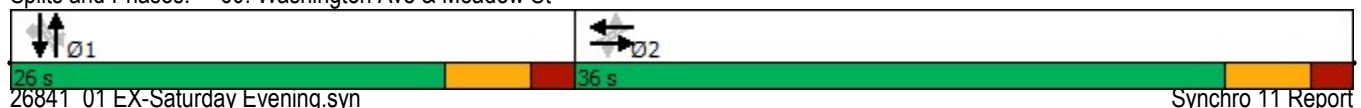
Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)		11.8			11.8			24.9	24.9		24.9	24.9
Actuated g/C Ratio		0.27			0.27			0.57	0.57		0.57	0.57
v/c Ratio		0.18			0.14			0.15	0.02		0.17	0.02
Control Delay		10.0			12.6			8.7	0.8		8.8	0.8
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		10.0			12.6			8.7	0.8		8.8	0.8
LOS		B			B			A	A		A	A
Approach Delay		10.0			12.6			7.8			8.0	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		12			13			17	0		21	0
Queue Length 95th (ft)		34			32			58	2		68	2
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1202			1229			949	864		959	856
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.07			0.06			0.15	0.02		0.17	0.02

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 44
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.18
 Intersection Signal Delay: 9.0
 Intersection Capacity Utilization 57.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 60: Washington Ave & Meadow St



26841_01 EX-Saturday Evening.syn

Lanes, Volumes, Timings
61: Clinton St & Meadow St

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	27	41	3	18	10	24	352	10	8	469	35
Future Volume (vph)	24	27	41	3	18	10	24	352	10	8	469	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.940			0.956			0.996			0.990	
Flt Protected		0.987			0.996			0.997			0.999	
Satd. Flow (prot)	0	1751	0	0	1809	0	0	3521	0	0	3500	0
Flt Permitted		0.900			0.955			0.906			0.948	
Satd. Flow (perm)	0	1597	0	0	1734	0	0	3199	0	0	3322	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			11			5			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)			3	3			3					3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	27	30	46	3	20	11	27	396	11	9	527	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	103	0	0	34	0	0	434	0	0	575	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

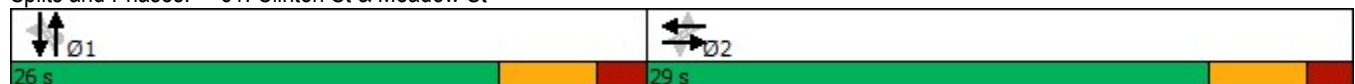
Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		10.1			10.1			29.0			29.0	
Actuated g/C Ratio		0.24			0.24			0.68			0.68	
v/c Ratio		0.25			0.08			0.20			0.26	
Control Delay		9.4			9.8			6.6			6.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.4			9.8			6.6			6.7	
LOS		A			A			A			A	
Approach Delay		9.4			9.8			6.6			6.7	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		11			4			25			34	
Queue Length 95th (ft)		34			17			75			98	
Internal Link Dist (ft)		175			183			176			151	
Base Capacity (vph)		888			946			2167			2253	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.04			0.20			0.26	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 42.8
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 7.0
 Intersection Capacity Utilization 49.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A










Splits and Phases: 61: Clinton St & Meadow St












Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3	18	7	4	26	11
Future Volume (vph)	3	18	7	4	26	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.884				0.960	
Flt Protected				0.969	0.966	
Satd. Flow (prot)	1597	0	0	1841	1879	0
Flt Permitted				0.969	0.966	
Satd. Flow (perm)	1597	0	0	1841	1879	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)		4	4		1	
Confl. Bikes (#/hr)		5				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	6%	0%	0%	0%	0%
Adj. Flow (vph)	3	18	7	4	26	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	11	37	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 16.4% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3	18	7	4	26	11
Future Volume (Veh/h)	3	18	7	4	26	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	3	18	7	4	26	11
Pedestrians	1				4	
Lane Width (ft)	12.0				14.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			25		35	16
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			25		35	16
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	99
cM capacity (veh/h)			1595		973	1064
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	21	11	37			
Volume Left	0	7	26			
Volume Right	18	0	11			
cSH	1700	1595	999			
Volume to Capacity	0.01	0.00	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	4.6	8.7			
Lane LOS		A	A			
Approach Delay (s)	0.0	4.6	8.7			
Approach LOS			A			
Intersection Summary						
Average Delay			5.4			
Intersection Capacity Utilization			16.4%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	183	218	38	25	1
Future Volume (vph)	1	183	218	38	25	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.980		0.995	
Flt Protected					0.954	
Satd. Flow (prot)	0	1863	1862	0	1737	0
Flt Permitted					0.954	
Satd. Flow (perm)	0	1863	1862	0	1737	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	5			5	2	
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	1	197	234	41	27	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	198	275	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 23.9% ICU Level of Service A
 Analysis Period (min) 15













						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	183	218	38	25	1
Future Volume (Veh/h)	1	183	218	38	25	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1	197	234	41	27	1
Pedestrians			2		5	
Lane Width (ft)			12.0		12.0	
Walking Speed (ft/s)			3.5		3.5	
Percent Blockage			0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	280				460	260
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	280				460	260
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	100
cM capacity (veh/h)	1288				551	780
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	198	275	28			
Volume Left	1	0	27			
Volume Right	0	41	1			
cSH	1288	1700	557			
Volume to Capacity	0.00	0.16	0.05			
Queue Length 95th (ft)	0	0	4			
Control Delay (s)	0.0	0.0	11.8			
Lane LOS	A		B			
Approach Delay (s)	0.0	0.0	11.8			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			23.9%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St

Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	106	66	32	29	126	6	10	42	143	13	6	142
Future Volume (vph)	106	66	32	29	126	6	10	42	143	13	6	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	10	11
Storage Length (ft)	55		0	0		0		85		95	135	
Storage Lanes	1		0	0		1		1		1	1	
Taper Length (ft)	25			0				110			85	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor	1.00	0.99			1.00	0.99		1.00		0.99	1.00	
Frt		0.950				0.850				0.850		
Flt Protected	0.950				0.991			0.950			0.950	
Satd. Flow (prot)	1745	1587	0	0	1820	1133	0	1658	3231	924	1123	3323
Flt Permitted	0.649				0.931			0.652			0.532	
Satd. Flow (perm)	1190	1587	0	0	1707	1117	0	1136	3231	911	628	3323
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		36				95				95		
Link Speed (mph)		40			40				30			30
Link Distance (ft)		1221			945				506			557
Travel Time (s)		20.8			16.1				11.5			12.7
Confl. Peds. (#/hr)	2		10	10		2		1		2	2	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	8%	0%	0%	0%	33%	0%	2%	8%	69%	50%	5%
Adj. Flow (vph)	118	73	36	32	140	7	11	47	159	14	7	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	109	0	0	172	7	0	58	159	14	7	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		11			0				10			10
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.09	1.04
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2	1	1	1	1	1	1	2
Detector Template				Left			Left					
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	160
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	94
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	154
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	110
Future Volume (vph)	110
Ideal Flow (vphpl)	1900
Lane Width (ft)	8
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1400
Flt Permitted	
Satd. Flow (perm)	1370
Right Turn on Red	Yes
Satd. Flow (RTOR)	122
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.90
Heavy Vehicles (%)	0%
Adj. Flow (vph)	122
Shared Lane Traffic (%)	
Lane Group Flow (vph)	122
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.20
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	
Leading Detector (ft)	160
Trailing Detector (ft)	154
Detector 1 Position(ft)	154
Detector 1 Size(ft)	6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4			4				2		1	6
Permitted Phases	4			4		4	2	2		2	6	
Detector Phase	4	4		4	4	4	2	2	2	2	1	6
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	17.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	22.5
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	30.5
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	40.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	25.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5			5.5	5.5	4.0	5.5
Lead/Lag							Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	4.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	Min
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	1	1		1	1	1						
Act Effct Green (s)	15.5	15.5			15.5	15.5			17.8	17.8	17.8	19.2
Actuated g/C Ratio	0.34	0.34			0.34	0.34			0.39	0.39	0.39	0.42
v/c Ratio	0.29	0.19			0.30	0.02			0.13	0.13	0.03	0.11
Control Delay	13.9	9.2			13.2	0.0			12.5	11.2	0.2	8.8
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	13.9	9.2			13.2	0.0			12.5	11.2	0.2	8.8
LOS	B	A			B	A			B	B	A	A
Approach Delay		11.6			12.6				10.9			6.4
Approach LOS		B			B				B			A
Queue Length 50th (ft)	20	12			29	0			8	11	0	11
Queue Length 95th (ft)	62	45			81	0			40	42	0	31
Internal Link Dist (ft)		1141			865				426			477
Turn Bay Length (ft)	55								85		95	135
Base Capacity (vph)	660	896			946	661			630	1792	547	393
Starvation Cap Reductn	0	0			0	0			0	0	0	0
Spillback Cap Reductn	0	0			0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0			0	0	0	0
Reduced v/c Ratio	0.18	0.12			0.18	0.01			0.09	0.09	0.03	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 45.9
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.30

Lane Group	SBR
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	17.0
Minimum Split (s)	22.5
Total Split (s)	30.5
Total Split (%)	40.7%
Maximum Green (s)	25.0
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.5
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Recall Mode	Min
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	19.2
Actuated g/C Ratio	0.42
v/c Ratio	0.19
Control Delay	3.2
Queue Delay	0.0
Total Delay	3.2
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	24
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1201
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.10
Intersection Summary	

Intersection Signal Delay: 10.0
 Intersection Capacity Utilization 72.3%
 Analysis Period (min) 15



















Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke













Existing Saturday Evening
05/23/2024

												
Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	30	4	17	846	17	3	10	856	21	6	11	1
Future Volume (vph)	30	4	17	846	17	3	10	856	21	6	11	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.99	0.98	
Frt				0.997				0.996		0.850		
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	5170	0	0	1805	4834	0	1389	1715	0
Flt Permitted			0.950				0.950				0.723	
Satd. Flow (perm)	0	0	1800	5170	0	0	1802	4834	0	1371	1284	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				3								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		2	2		3		3		2	2	13	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	33	4	19	940	19	3	11	951	23	7	12	1
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	56	959	0	0	14	975	0	6	11	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	0	1	1	2		0	1	2		1	1	1
Detector Template		Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
Trailing Detector (ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Size(ft)	0	20	20	6		0	20	6		20	20	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94				94				
Detector 2 Size(ft)				6				6				
Detector 2 Type				Cl+Ex				Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)				0.0				0.0				

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	1	21	24	6	14
Future Volume (vph)	1	21	24	6	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00			0.99	
Frt	0.867			0.952	
Flt Protected	0.996			0.974	
Satd. Flow (prot)	1559	0	0	3317	0
Flt Permitted	0.970			0.807	
Satd. Flow (perm)	1512	0	0	2748	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	23				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)					13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	23	27	7	16
Shared Lane Traffic (%)					
Lane Group Flow (vph)	26	0	0	50	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	Cl+Ex			Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	

Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

Existing Saturday Evening
05/23/2024

												
Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm
Protected Phases	5	5	5	2		1	1	6				
Permitted Phases										6	4	4
Detector Phase	5	5	5	2		1	1	6		6	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0
Total Split (s)	22.0	22.0	22.0	86.0		22.0	22.0	86.0		86.0	32.0	32.0
Total Split (%)	15.7%	15.7%	15.7%	61.4%		15.7%	15.7%	61.4%		61.4%	22.9%	22.9%
Maximum Green (s)	17.0	17.0	17.0	79.0		17.0	17.0	79.0		79.0	25.0	25.0
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				4								
Act Effct Green (s)			9.7	114.3		5.8	106.5		106.5	10.9		
Actuated g/C Ratio			0.07	0.82		0.04	0.76		0.76	0.08		
v/c Ratio			0.45	0.23		0.19	0.27		0.01	0.11		
Control Delay			48.5	15.5		70.0	7.6		8.8	57.8		
Queue Delay			0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay			48.5	15.5		70.0	7.6		8.8	57.8		
LOS			D	B		E	A		A	E		
Approach Delay				17.4			8.5					
Approach LOS				B			A					
Queue Length 50th (ft)			51	138		13	100		1	10		
Queue Length 95th (ft)			96	347		37	200		9	28		
Internal Link Dist (ft)				1126			408					
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			219	4221		219	3678		1043	229		
Starvation Cap Reductn			0	0		0	0		0	0		
Spillback Cap Reductn			0	0		0	0		0	0		
Storage Cap Reductn			0	0		0	0		0	0		
Reduced v/c Ratio			0.26	0.23		0.06	0.27		0.01	0.05		

Intersection Summary

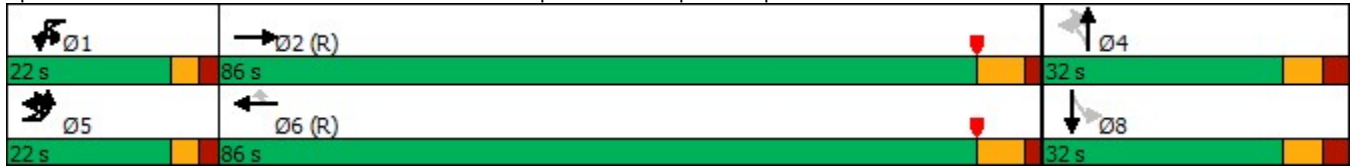
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 14.5
 Intersection LOS: B







	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		14.0	14.0	
Total Split (s)	32.0		32.0	32.0	
Total Split (%)	22.9%		22.9%	22.9%	
Maximum Green (s)	25.0		25.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			25.0	25.0	
Pedestrian Calls (#/hr)			1	1	
Act Effct Green (s)	10.9			11.2	
Actuated g/C Ratio	0.08			0.08	
v/c Ratio	0.19			0.23	
Control Delay	24.8			60.2	
Queue Delay	0.0			0.0	
Total Delay	24.8			60.2	
LOS	C			E	
Approach Delay	34.6			60.2	
Approach LOS	C			E	
Queue Length 50th (ft)	3			23	
Queue Length 95th (ft)	31			40	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	288			490	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.09			0.10	
Intersection Summary					

Intersection Capacity Utilization 52.9%
 Analysis Period (min) 15

ICU Level of Service A







Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke














						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	468	0	0	842	0	262
Future Volume (vph)	468	0	0	842	0	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3539	0	0	5085	0	2760
Flt Permitted						
Satd. Flow (perm)	3539	0	0	5085	0	2760
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%
Adj. Flow (vph)	532	0	0	957	0	298
Shared Lane Traffic (%)						
Lane Group Flow (vph)	532	0	0	957	0	298
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 28.8% ICU Level of Service A
Analysis Period (min) 15

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	468	0	0	842	0	262	
Future Volume (Veh/h)	468	0	0	842	0	262	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	532	0	0	957	0	298	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	171						
pX, platoon unblocked			0.92		0.92	0.92	
vC, conflicting volume			532		851	266	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			306		654	15	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	69	
cM capacity (veh/h)			1147		366	968	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	266	266	319	319	319	149	149
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	149	149
cSH	1700	1700	1700	1700	1700	968	968
Volume to Capacity	0.16	0.16	0.19	0.19	0.19	0.15	0.15
Queue Length 95th (ft)	0	0	0	0	0	14	14
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.4	9.4
Lane LOS						A	A
Approach Delay (s)	0.0		0.0			9.4	
Approach LOS						A	
Intersection Summary							
Average Delay			1.6				
Intersection Capacity Utilization			28.8%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations			 			 						
Traffic Volume (vph)	0	0	172	262	0	487						
Future Volume (vph)	0	0	172	262	0	487						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.937	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3200	1427	0	3539						
Flt Permitted												
Satd. Flow (perm)	0	0	3200	1427	0	3539						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			159	173								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	0%	3%	0%	2%						
Adj. Flow (vph)	0	0	218	332	0	616						
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	0	0	377	173	0	616						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		0			0						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												











Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	14.0
Total Split (s)							26.0	41.0	33.0	26.0	41.0	33.0
Total Split (%)							26%	41%	33%	26%	41%	33%
Maximum Green (s)							21.0	35.0	27.0	21.0	35.0	27.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								0				1
Act Effct Green (s)			39.6	39.6								100.0
Actuated g/C Ratio			0.40	0.40								1.00
v/c Ratio			0.28	0.26								0.17
Control Delay			10.3	2.7								0.1
Queue Delay			0.0	0.0								0.0
Total Delay			10.3	2.7								0.1
LOS			B	A								A
Approach Delay			7.9									0.1
Approach LOS			A									A
Queue Length 50th (ft)			50	0								0
Queue Length 95th (ft)			41	17								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1473	715								3511
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			12	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.26	0.24								0.18

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 3.8
 Intersection Capacity Utilization 17.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd









								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations				↑↑↑↑		↗		↑↑↑↑
Traffic Volume (vph)	0	0	0	478	0	0	0	303
Future Volume (vph)	0	0	0	478	0	0	0	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.64
Frt								0.850
Flt Protected								
Satd. Flow (prot)	0	0	0	6471	0	1900	0	4093
Flt Permitted								
Satd. Flow (perm)	0	0	0	6471	0	1900	0	4093
Link Speed (mph)	30			50	30		50	
Link Distance (ft)	446			646	343		189	
Travel Time (s)	10.1			8.8	7.8		2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	1%	2%	0%	2%	1%
Adj. Flow (vph)	0	0	0	520	0	0	0	329
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	520	0	0	0	329
Enter Blocked Intersection	No	No	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	R NA	Left	Left
Median Width(ft)	30			40	4		40	
Link Offset(ft)	0			0	0		0	
Crosswalk Width(ft)	16			16	16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9	50	50
Sign Control	Stop			Free	Stop		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 15.3% ICU Level of Service A
 Analysis Period (min) 15










Intersection has too many legs for HCM analysis.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	255	0	0	0	470
Future Volume (vph)	0	255	0	0	0	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	6536	0	0	0	4093
Flt Permitted						
Satd. Flow (perm)	0	6536	0	0	0	4093
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.92	0.67	0.92	0.92	0.92	0.67
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	0	381	0	0	0	701
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	381	0	0	0	701
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.9% ICU Level of Service A
 Analysis Period (min) 15











Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary











Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15










						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	598			233	378	
Travel Time (s)	13.6			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary










Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 0.0% ICU Level of Service A
Analysis Period (min) 15










						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	284	
Travel Time (s)	3.3			9.4	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 403: James Doolittle Blvd & Marriott Drwy

Existing Saturday Evening
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	302			284	195	
Travel Time (s)	6.9			6.5	4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
406: Sands Ave

Existing Saturday Evening
05/23/2024

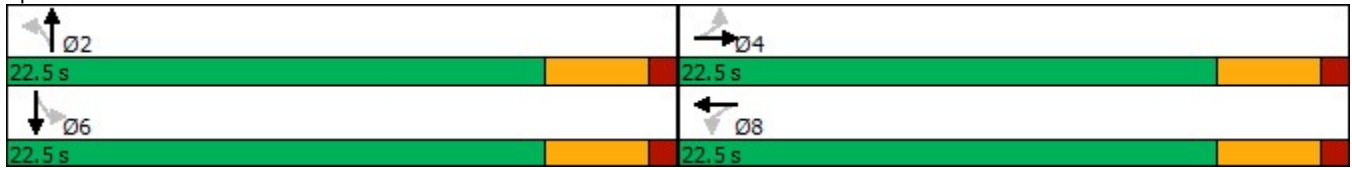
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			598			297			507	
Travel Time (s)		5.4			13.6			6.8			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			16			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		159			518			217			427	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												







Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Fr						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	1863	1770	1770
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	1863	1770	1770
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	347			454	230	
Travel Time (s)	7.9			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						0%
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			16	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split			pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	












						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	24.5	24.5	24.5	22.5	
Total Split (%)	32.9%	35.0%	35.0%	35.0%	32.1%	
Maximum Green (s)	18.5	20.0	20.0	20.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	267			374	150	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 20
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A












Splits and Phases: 408: East Dr/Sands Ave & North Dr



						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free



















Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 0.0% ICU Level of Service A
Analysis Period (min) 15

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	0	0	0	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
410: MSK Entrance & Garage C & West Dr

Existing Saturday Evening
05/23/2024



















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	0	0	0	7	0	0	0	0	0
Future Volume (vph)	0	0	4	0	0	0	7	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865										
Flt Protected							0.950					
Satd. Flow (prot)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			395	
Travel Time (s)		2.8			3.6			7.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	4	0	0	0	8	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	0	0	8	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.3%
 Analysis Period (min) 15
 ICU Level of Service A

















HCM Unsignalized Intersection Capacity Analysis
 410: MSK Entrance & Garage C & West Dr

Existing Saturday Evening
 05/23/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	0	0	0	7	0	0	0	0	0
Future Volume (Veh/h)	0	0	4	0	0	0	7	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	0	0	0	8	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								348				
pX, platoon unblocked												
vC, conflicting volume	16	16	0	20	16	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	16	16	0	20	16	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	995	874	1085	986	874	1085	1623			1623		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	4	0	8	0	0	0						
Volume Left	0	0	8	0	0	0						
Volume Right	4	0	0	0	0	0						
cSH	1085	1700	1623	1700	1700	1700						
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00						
Queue Length 95th (ft)	0	0	0	0	0	0						
Control Delay (s)	8.3	0.0	7.2	0.0	0.0	0.0						
Lane LOS	A	A	A									
Approach Delay (s)	8.3	0.0	7.2		0.0							
Approach LOS	A	A										
Intersection Summary												
Average Delay			7.6									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
412: West Dr & South Dr

Existing Saturday Evening
05/23/2024

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		155			169			395			225	
Travel Time (s)		3.5			3.8			9.0			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 412: West Dr & South Dr










Existing Saturday Evening
 05/23/2024










												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total (vph)	0	0	0	0	0	0	0					
Volume Left (vph)	0	0	0	0	0	0	0					
Volume Right (vph)	0	0	0	0	0	0	0					
Hadj (s)	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Departure Headway (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Degree Utilization, x	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Capacity (veh/h)	806	806	806	806	806	806	806					
Control Delay (s)	6.3	6.3	6.3	6.3	6.3	6.3	7.5					
Approach Delay (s)	0.0		0.0		0.0		0.0					
Approach LOS	A		A		A		A					
Intersection Summary												
Delay			0.0									
Level of Service			A									
Intersection Capacity Utilization			0.0%		ICU Level of Service			A				
Analysis Period (min)			15									

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	9	0	0
Future Volume (vph)	0	0	0	9	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	0	0	0	10	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	10	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15










						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	9	0	0
Future Volume (Veh/h)	0	0	0	9	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	10	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	221					
pX, platoon unblocked						
vC, conflicting volume				0	5	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				0	5	0
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				100	100	100
cM capacity (veh/h)				1622	1016	1084
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	0	5	5	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						A
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS						A
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization				6.7%	ICU Level of Service	A
Analysis Period (min)				15		

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	9	0	0
Future Volume (vph)	0	0	0	9	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	1863	0
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	0	0	0	10	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	10	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	9	0	0
Future Volume (Veh/h)	0	0	0	9	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	10	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	408					
pX, platoon unblocked						
vC, conflicting volume			0		5	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		5	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1622		1016	1084
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	0	5	5	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	9	0
Future Volume (vph)	0	0	0	0	9	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	0	3539	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	0	3539	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	87			155	141	
Travel Time (s)	2.0			3.5	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	3%	2%
Adj. Flow (vph)	0	0	0	0	10	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 415: MSK Garage & South Dr

Existing Saturday Evening
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	9	0
Future Volume (Veh/h)	0	0	0	0	9	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	10	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	495					
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.9	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1622		1020	1084
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	0	0	0	10	
Volume Left	0	0	0	0	10	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1020	
Volume to Capacity	0.00	0.00	0.00	0.00	0.01	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	0.0	0.0	0.0	0.0	8.6	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		8.6	
Approach LOS					A	
Intersection Summary						
Average Delay			8.6			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			













Lanes, Volumes, Timings
 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive

Existing Saturday Evening
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Flt Permitted												
Satd. Flow (perm)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			489			334			298	
Travel Time (s)		10.6			11.1			7.6			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										0%		0%
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		4			4			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type			Perm				Perm		Perm	Perm		Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

Lanes, Volumes, Timings
 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive

Existing Saturday Evening
 05/23/2024

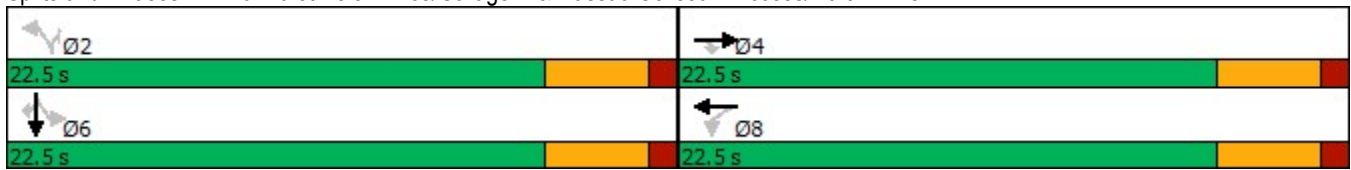
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		387			409			254			218	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												










Intersection Summary

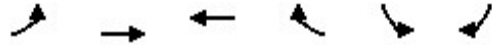
Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	3539	3390	1695	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	3390	1695	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		489	347		275	
Travel Time (s)		11.1	7.9		6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)				0%		
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type				Perm		
Protected Phases	1	1 2	2			
Permitted Phases	2			2		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	12.0		28.0	28.0		
Total Split (%)	30.0%		70.0%	70.0%		
Maximum Green (s)	7.5		23.5	23.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		None	None		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)		409	267		195	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 18
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance















Lanes, Volumes, Timings
420: Washington St & W Columbus St/Driveway

Existing Saturday Evening
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	0	95	0	0	0	93	162	4	0	208	35
Future Volume (vph)	27	0	95	0	0	0	93	162	4	0	208	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt			0.850					0.997			0.981	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1685	1256	0	1773	0	1620	1894	0	0	1952	0
Flt Permitted							0.600					
Satd. Flow (perm)	0	1773	1256	0	1773	0	1023	1894	0	0	1952	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			101					2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	8%	0%	0%	0%	4%	0%	0%	0%	2%	1%
Parking (#/hr)			0									
Adj. Flow (vph)	29	0	101	0	0	0	99	172	4	0	221	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	101	0	0	0	99	176	0	0	258	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
 420: Washington St & W Columbus St/Driveway

Existing Saturday Evening
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	pm+ov				pm+pt	NA			NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		10.2	8.6				33.4	38.6			24.7	
Actuated g/C Ratio		0.24	0.20				0.80	0.92			0.59	
v/c Ratio		0.07	0.30				0.11	0.10			0.22	
Control Delay		15.3	5.7				2.8	2.0			8.0	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		15.3	5.7				2.8	2.0			8.0	
LOS		B	A				A	A			A	
Approach Delay		7.8						2.3			8.0	
Approach LOS		A						A			A	
Queue Length 50th (ft)		4	0				0	0			23	
Queue Length 95th (ft)		26	22				27	42			105	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		990	364				931	1592			1153	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.03	0.28				0.11	0.11			0.22	

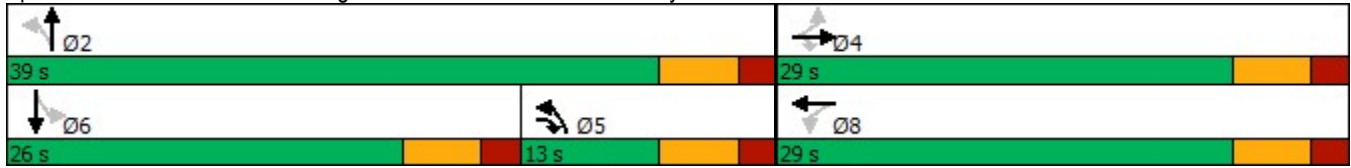
Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 42
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.30
 Intersection Signal Delay: 5.6
 Intersection Capacity Utilization 56.7%

Intersection LOS: A
 ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 420: Washington St & W Columbus St/Driveway





N-1 2023 Existing Conditions

N-1.6 Weekday PM peak hour – Holiday

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd













Existing Weekday PM Holiday peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	252	1444	50	201	1189	464	56	353	397	439	365
Future Volume (vph)	3	252	1444	50	201	1189	464	56	353	397	439	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		375		245	250		0	95		235	300	
Storage Lanes		1		1	2		1	1		1	2	
Taper Length (ft)		85			110			130			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor				0.99	1.00					0.99	1.00	
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3467	5136	1442	3467	6471	1583	1736	3438	1615	3335	3471
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3467	5136	1424	3466	6471	1583	1736	3438	1592	3330	3471
Right Turn on Red				Yes			No			Yes		
Satd. Flow (RTOR)				225						143		
Link Speed (mph)			30			40			30			30
Link Distance (ft)			566			700			662			581
Travel Time (s)			12.9			11.9			15.0			13.2
Confl. Peds. (#/hr)				2	2					2	2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	1%	12%	1%	1%	2%	4%	5%	0%	5%	4%
Adj. Flow (vph)	3	257	1473	51	205	1213	473	57	360	405	448	372
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	260	1473	51	205	1213	473	57	360	405	448	372
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	252
Future Volume (vph)	252
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	0%
Adj. Flow (vph)	257
Shared Lane Traffic (%)	
Lane Group Flow (vph)	257
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

Existing Weekday PM Holiday peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	5	2		1	6		3	8	1	7	4
Permitted Phases				Free			6 7			8		
Detector Phase	5	5	2		1	6	6 7	3	8	1	7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0
Minimum Split (s)	9.0	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0
Total Split (s)	27.0	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0
Total Split (%)	16.9%	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%
Maximum Green (s)	21.0	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None
Walk Time (s)	5.0	5.0	7.0			7.0			7.0			7.0
Flash Dont Walk (s)	7.0	7.0	28.0			28.0			33.0			33.0
Pedestrian Calls (#/hr)	0	0	0			1			1			0
Act Effct Green (s)		16.3	73.7	160.0	13.2	70.6	102.0	9.6	24.7	36.9	25.4	41.7
Actuated g/C Ratio		0.10	0.46	1.00	0.08	0.44	0.64	0.06	0.15	0.23	0.16	0.26
v/c Ratio		0.74	0.62	0.04	0.72	0.42	0.47	0.55	0.68	0.85	0.85	0.41
Control Delay		82.2	36.2	0.0	100.0	17.7	11.8	91.4	69.7	50.1	80.7	49.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay		82.2	36.2	0.0	100.0	17.7	12.1	91.4	69.7	50.1	80.7	49.9
LOS		F	D	A	F	B	B	F	E	D	F	D
Approach Delay			41.8			25.2			61.6			59.2
Approach LOS			D			C			E			E
Queue Length 50th (ft)		138	415	0	115	118	99	59	193	266	237	177
Queue Length 95th (ft)		184	588	0	160	195	589	108	219	340	295	198
Internal Link Dist (ft)			486			620			582			501
Turn Bay Length (ft)		375		245	250			95		235	300	
Base Capacity (vph)		455	2367	1424	295	2857	1045	173	902	482	604	1172
Starvation Cap Reductn		0	0	0	0	0	164	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.57	0.62	0.04	0.69	0.42	0.54	0.33	0.40	0.84	0.74	0.32

Intersection Summary

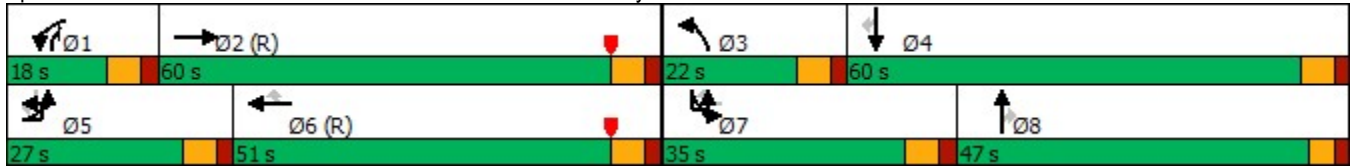
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 42.5
 Intersection LOS: D

Lane Group	SBR
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	64.0
Actuated g/C Ratio	0.40
v/c Ratio	0.40
Control Delay	35.2
Queue Delay	0.0
Total Delay	35.2
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	200
Queue Length 95th (ft)	222
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	693
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.37
Intersection Summary	

Intersection Capacity Utilization 81.5%
Analysis Period (min) 15

ICU Level of Service D

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	1326	183	151	807	82	171	267	158	146	169	38
Future Volume (vph)	77	1326	183	151	807	82	171	267	158	146	169	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98		1.00		1.00		0.97		0.99	
Frt			0.850		0.986				0.850		0.984	
Flt Protected	0.950			0.950			0.950				0.980	
Satd. Flow (prot)	1805	5136	1568	1752	5047	0	3502	1881	1615	0	3402	0
Flt Permitted	0.245			0.074			0.950				0.980	
Satd. Flow (perm)	465	5136	1544	137	5047	0	3499	1881	1574	0	3389	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			145		12				61			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	4		2	2		4	1		9	9		1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	3%	3%	1%	2%	0%	1%	0%	1%	3%	3%
Adj. Flow (vph)	85	1457	201	166	887	90	188	293	174	160	186	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	1457	201	166	977	0	188	293	174	0	388	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			0	
Link Offset(ft)		0			0			0			-50	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

Existing Weekday PM Holiday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	74.2	65.0	65.0	87.5	72.5		31.0	31.0	47.7		23.3	
Actuated g/C Ratio	0.46	0.41	0.41	0.55	0.45		0.19	0.19	0.30		0.15	
v/c Ratio	0.29	0.70	0.28	0.68	0.43		0.28	0.80	0.34		0.79	
Control Delay	22.1	43.1	11.9	45.3	31.1		54.8	77.9	25.1		77.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	22.1	43.1	11.9	45.3	31.1		54.8	77.9	25.1		77.3	
LOS	C	D	B	D	C		D	E	C		E	
Approach Delay		38.5			33.2			57.2			77.3	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	42	476	37	103	254		87	297	85		205	
Queue Length 95th (ft)	76	564	105	190	315		118	385	134		#310	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	413	2106	718	276	2294		853	458	548		494	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.21	0.69	0.28	0.60	0.43		0.22	0.64	0.32		0.79	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 69 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 43.9
 Intersection LOS: D

Intersection Capacity Utilization 81.2%

ICU Level of Service D

Analysis Period (min) 15

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













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

Existing Weekday PM Holiday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1227	100	483	723	41	115	595	1070	124	556	159
Future Volume (vph)	117	1227	100	483	723	41	115	595	1070	124	556	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	1.00				1.00		1.00	0.99	0.99			0.98
Frt		0.989			0.992			0.929	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5060	0	3400	3508	0	1687	3086	1413	1770	3438	1583
Flt Permitted	0.950			0.950			0.291			0.096		
Satd. Flow (perm)	1768	5060	0	3400	3508	0	515	3086	1395	179	3438	1550
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			156	72			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)	2					2	8					8
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	6%	3%	2%	2%	7%	3%	4%	2%	5%	2%
Adj. Flow (vph)	123	1292	105	508	761	43	121	626	1126	131	585	167
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	123	1397	0	508	804	0	121	1189	563	131	585	167
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		3			0						1	
Act Effct Green (s)	14.1	41.1		22.5	49.6		51.3	40.7	63.2	53.4	41.7	55.8
Actuated g/C Ratio	0.10	0.29		0.16	0.35		0.37	0.29	0.45	0.38	0.30	0.40
v/c Ratio	0.69	0.94		0.93	0.65		0.44	1.18	0.84	0.66	0.57	0.27
Control Delay	80.1	61.0		82.3	40.8		31.9	129.4	39.7	45.6	45.3	26.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.1	61.0		82.3	40.8		31.9	129.4	39.7	45.6	45.3	26.4
LOS	F	E		F	D		C	F	D	D	D	C
Approach Delay		62.6			56.9			96.1			41.8	
Approach LOS		E			E			F			D	
Queue Length 50th (ft)	110	448		237	312		70	~681	410	76	243	96
Queue Length 95th (ft)	173	511		#337	407		117	#852	#726	141	319	148
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	290	1554		558	1244		318	1007	676	229	1024	721
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.90		0.91	0.65		0.38	1.18	0.83	0.57	0.57	0.23

Intersection Summary









Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.18

Intersection Signal Delay: 69.2
 Intersection Capacity Utilization 94.5%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F

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













Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
29 s	49 s	20 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
29 s	49 s	20 s	42 s

Lanes, Volumes, Timings
30: Merrick Ave & Stewart Ave/Park Blvd

Existing Weekday PM Holiday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	558	589	261	15	215	150	104	700	16	206	799	330
Future Volume (vph)	558	589	261	15	215	150	104	700	16	206	799	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt			0.850		0.938			0.997			0.994	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3574	1615	1805	3347	0	1656	3430	0	1745	3308	1393
Flt Permitted	0.950			0.950			0.126			0.152		
Satd. Flow (perm)	3467	3574	1615	1805	3347	0	220	3430	0	279	3308	1393
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			281									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	0%	2%	0%	9%	5%	0%	0%	4%	2%
Adj. Flow (vph)	600	633	281	16	231	161	112	753	17	222	859	355
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	600	633	281	16	392	0	112	770	0	222	895	319
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											
Detector 2 Channel												

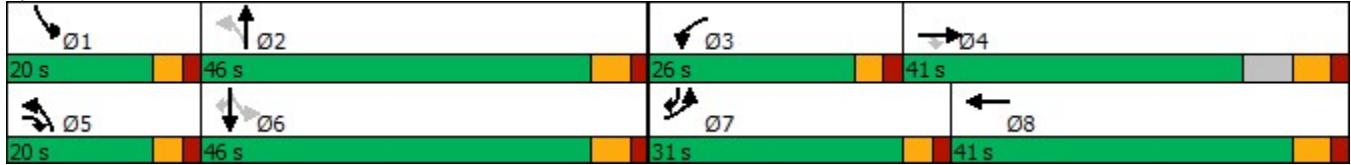
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	24.7	44.4	59.9	5.7	18.9		44.2	33.7		51.6	37.4	68.2
Actuated g/C Ratio	0.22	0.39	0.53	0.05	0.17		0.39	0.30		0.46	0.33	0.60
v/c Ratio	0.79	0.45	0.28	0.18	0.70		0.54	0.75		0.74	0.82	0.38
Control Delay	51.6	28.3	2.8	60.3	52.5		28.7	41.8		36.8	42.4	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	51.6	28.3	2.8	60.3	52.5		28.7	41.8		36.8	42.4	13.9
LOS	D	C	A	E	D		C	D		D	D	B
Approach Delay		32.8			52.8			40.1			35.2	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	219	169	0	12	148		46	274		97	329	120
Queue Length 95th (ft)	#337	280	45	38	212		88	371		#209	467	229
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	810	1417	1057	340	1053		291	1233		326	1201	863
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.74	0.45	0.27	0.05	0.37		0.38	0.62		0.68	0.75	0.37

Intersection Summary













Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 112.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 37.1
 Intersection LOS: D

Intersection Capacity Utilization 76.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	421	1033	57	32	423	111	61	177	166	428	143	526
Future Volume (vph)	421	1033	57	32	423	111	61	177	166	428	143	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor	1.00				1.00		1.00					0.99
Frt		0.992			0.969				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.971	
Satd. Flow (prot)	1770	6400	0	1805	4839	0	1752	1881	1599	1626	3298	2814
Flt Permitted	0.304			0.219			0.950			0.950	0.971	
Satd. Flow (perm)	566	6400	0	416	4839	0	1750	1881	1599	1626	3298	2773
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			46				70			554
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)	1					1	2					2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	7%	0%	4%	2%	3%	1%	1%	1%	3%	1%
Adj. Flow (vph)	443	1087	60	34	445	117	64	186	175	451	151	554
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	443	1147	0	34	562	0	64	186	175	225	377	554
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		1			0		0	0		0	0	
Act Effct Green (s)	76.3	62.8		46.1	38.5		20.0	20.0	27.5	25.7	25.7	57.5
Actuated g/C Ratio	0.54	0.45		0.33	0.28		0.14	0.14	0.20	0.18	0.18	0.41
v/c Ratio	0.76	0.40		0.16	0.41		0.26	0.69	0.47	0.76	0.62	0.38
Control Delay	33.1	28.2		22.5	39.1		54.3	70.2	19.3	69.5	56.6	2.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	28.2		22.5	39.1		54.3	70.2	19.3	69.5	56.6	2.7
LOS	C	C		C	D		D	E	B	E	E	A
Approach Delay		29.6			38.1			46.8			33.3	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	239	200		14	141		53	164	53	215	175	0
Queue Length 95th (ft)	#605	287		39	180		94	235	76	300	218	38
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	581	2873		346	1365		375	403	485	356	723	1473
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.40		0.10	0.41		0.17	0.46	0.36	0.63	0.52	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 34.0

Intersection LOS: C






Intersection Capacity Utilization 98.7%

ICU Level of Service F













Analysis Period (min) 15

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

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave

 24 s	 44 s	 36 s	 36 s
 24 s	 44 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	1034	181	284	608	137	265	431	295	156	326	53
Future Volume (vph)	116	1034	181	284	608	137	265	431	295	156	326	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0	200		0	200		270
Storage Lanes	1		0	2		0	1		2	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	1.00	0.95	0.88	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00					0.99	1.00		
Frt		0.978			0.972				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	4997	0	3367	4961	0	1719	3539	2682	1752	3505	1583
Flt Permitted	0.950			0.950			0.336			0.351		
Satd. Flow (perm)	1787	4997	0	3363	4961	0	608	3539	2646	647	3505	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			36				284			70
Link Speed (mph)		40			40			45			30	
Link Distance (ft)		670			780			367			590	
Travel Time (s)		11.4			13.3			5.6			13.4	
Confl. Peds. (#/hr)			2	2					1	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	3%	4%	2%	0%	5%	2%	6%	3%	3%	2%
Adj. Flow (vph)	123	1100	193	302	647	146	282	459	314	166	347	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	1293	0	302	793	0	282	459	314	166	347	56
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			24			24			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		60			22			24			22	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												

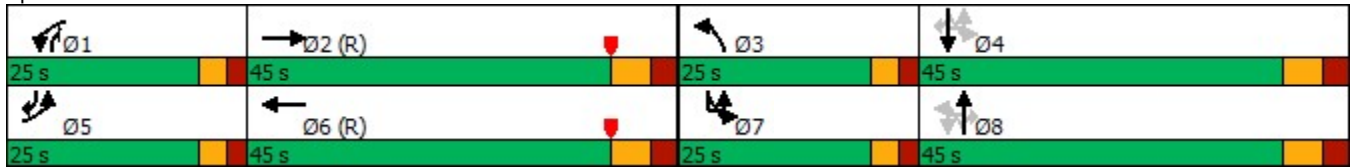
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	32.0		5.0	32.0		5.0	12.0	5.0	5.0	12.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		10.0	19.0	10.0	10.0	19.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		25.0	45.0	25.0	25.0	45.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		17.9%	32.1%	17.9%	17.9%	32.1%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		20.0	38.0	20.0	20.0	38.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	3.0	2.0	2.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	7.0	5.0	5.0	7.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	4.0	3.0	3.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)								7.0				
Flash Dont Walk (s)								30.0				
Pedestrian Calls (#/hr)								1				
Act Effct Green (s)	14.9	56.1		17.7	58.9		47.7	27.0	46.7	40.1	22.9	44.8
Actuated g/C Ratio	0.11	0.40		0.13	0.42		0.34	0.19	0.33	0.29	0.16	0.32
v/c Ratio	0.65	0.64		0.71	0.38		0.78	0.67	0.29	0.54	0.61	0.10
Control Delay	75.2	36.7		68.0	29.3		50.1	57.1	4.6	38.3	58.0	3.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.2	36.7		68.0	29.3		50.1	57.1	4.6	38.3	58.0	3.6
LOS	E	D		E	C		D	E	A	D	E	A
Approach Delay		40.0			40.0			39.6			46.9	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	109	330		138	166		204	210	10	111	160	0
Queue Length 95th (ft)	172	#511		184	264		237	243	38	139	184	18
Internal Link Dist (ft)		590			700			287			510	
Turn Bay Length (ft)	180			350			200			200		270
Base Capacity (vph)	256	2016		488	2107		366	960	1121	365	951	610
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.64		0.62	0.38		0.77	0.48	0.28	0.45	0.36	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 40.8
 Intersection Capacity Utilization 79.5%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D



















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

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

Existing Weekday PM Holiday peak hour
05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	166	1291	13	409	970	61	3	409	236	61	495
Future Volume (vph)	4	166	1291	13	409	970	61	3	409	236	61	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		135		0	300		0	0		0	0	
Storage Lanes		1		0	1		0	0		0	0	
Taper Length (ft)		40			40			0			0	
Lane Util. Factor	0.91	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor									1.00			1.00
Frt			0.999			0.991			0.945			0.975
Flt Protected		0.950			0.950							0.995
Satd. Flow (prot)	0	1805	5182	0	3467	3557	0	0	3284	0	0	3320
Flt Permitted		0.950			0.950				0.950			0.655
Satd. Flow (perm)	0	1805	5182	0	3467	3557	0	0	3120	0	0	2185
Right Turn on Red				No			No			No		
Satd. Flow (RTOR)												
Link Speed (mph)			30			30			20			20
Link Distance (ft)			529			566			958			393
Travel Time (s)			12.0			12.9			32.7			13.4
Confl. Peds. (#/hr)								2				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	10%	0%	5%	2%	5%	6%
Adj. Flow (vph)	4	180	1403	14	445	1054	66	3	445	257	66	538
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	184	1417	0	445	1120	0	0	705	0	0	726
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			80			40			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			52			16			28			36
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2		1	2		1	2		1	2
Detector Template	Left		Thru			Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	56	100		30	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	30	6		30	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		36	94			94			94			94
Detector 2 Size(ft)		20	6			6			6			6
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0			0.0			0.0

Lane Group	SBR	Ø3
Lane Configurations		
Traffic Volume (vph)	112	
Future Volume (vph)	112	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	2	
Peak Hour Factor	0.92	
Heavy Vehicles (%)	2%	
Adj. Flow (vph)	122	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

Existing Weekday PM Holiday peak hour
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	Prot	NA		Prot	NA		Perm	NA		Perm	NA
Protected Phases	5	5	2		1	6			4			4
Permitted Phases								4			4	
Detector Phase	5	5	2		1	6		4	4		4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0
Minimum Split (s)	10.0	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9
Total Split (s)	27.0	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0
Total Split (%)	15.3%	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%
Maximum Green (s)	22.0	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		5.0	6.0		8.0	6.0			13.9			13.9
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0
Recall Mode	None	None	None		None	None		None	None		None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		19.0	50.3		22.1	56.5			46.4			46.4
Actuated g/C Ratio		0.12	0.33		0.14	0.37			0.30			0.30
v/c Ratio		0.82	0.83		0.88	0.85			0.74			1.09
Control Delay		92.8	52.6		83.4	52.0			54.4			111.8
Queue Delay		0.0	0.0		0.0	0.0			0.0			0.0
Total Delay		92.8	52.6		83.4	52.0			54.4			111.8
LOS		F	D		F	D			D			F
Approach Delay			57.2			61.0			54.4			111.8
Approach LOS			E			E			D			F
Queue Length 50th (ft)		171	446		215	506			312			~395
Queue Length 95th (ft)		#353	#714		#410	#900			#514			#705
Internal Link Dist (ft)			449			486			878			313
Turn Bay Length (ft)		135			300							
Base Capacity (vph)		261	1709		503	1317			949			664
Starvation Cap Reductn		0	0		0	0			0			0
Spillback Cap Reductn		0	0		0	0			0			0
Storage Cap Reductn		0	0		0	0			0			0
Reduced v/c Ratio		0.70	0.83		0.88	0.85			0.74			1.09

Intersection Summary

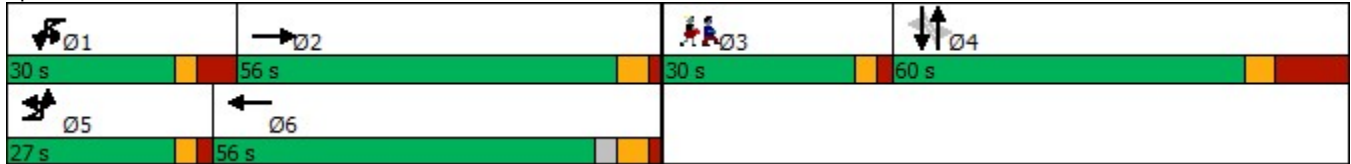
Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 152.6
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 66.7
 Intersection Capacity Utilization 109.8%
 Intersection LOS: E
 ICU Level of Service H

Lane Group	SBR	Ø3
Turn Type		
Protected Phases		3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		33.0
Total Split (s)		30.0
Total Split (%)		17%
Maximum Green (s)		25.0
Yellow Time (s)		3.0
All-Red Time (s)		2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		1.0
Recall Mode		None
Walk Time (s)		10.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Analysis Period (min) 15

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



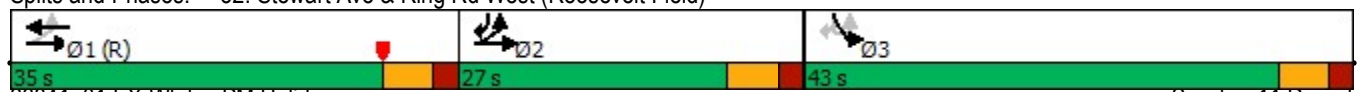
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	397	1327	845	112	5	98	554
Future Volume (vph)	397	1327	845	112	5	98	554
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Frt			0.983			0.890	0.850
Flt Protected	0.950					0.987	
Satd. Flow (prot)	1652	4793	4805	0	0	3076	1407
Flt Permitted	0.218					0.987	
Satd. Flow (perm)	379	4793	4805	0	0	3076	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			22			298	12
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	1%	2%	7%	0%	4%	1%
Adj. Flow (vph)	427	1427	909	120	5	105	596
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	427	1427	1029	0	0	408	298
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2
Permitted Phases	12				3		3
Detector Phase	2	12	1		3	3	2

Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	75.6	81.6	49.0			11.4	44.0
Actuated g/C Ratio	0.72	0.78	0.47			0.11	0.42
v/c Ratio	0.72	0.38	0.46			0.68	0.50
Control Delay	28.1	4.2	19.1			18.7	25.6
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	28.1	4.2	19.1			18.7	25.6
LOS	C	A	B			B	C
Approach Delay		9.7	19.1			21.6	
Approach LOS		A	B			C	
Queue Length 50th (ft)	111	82	158			36	154
Queue Length 95th (ft)	#298	131	193			81	249
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	594	3722	2255			1276	595
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	0.72	0.38	0.46			0.32	0.50

Intersection Summary






















Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 14.7
 Intersection Capacity Utilization 64.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lanes, Volumes, Timings
 53: Roosevelt Field Mall & Old Country Rd

Existing Weekday PM Holiday peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	25	1838	415	24	203	1452	97	352	45	475	114
Future Volume (vph)	2	25	1838	415	24	203	1452	97	352	45	475	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00					1.00			0.99	0.98	1.00
Frt				0.850			0.991			0.892	0.850	
Flt Protected		0.950				0.950			0.950	0.994		0.950
Satd. Flow (prot)	0	1685	4964	1589	0	3385	6189	0	3053	1424	1534	1737
Flt Permitted		0.950				0.950			0.950	0.994		0.950
Satd. Flow (perm)	0	1683	4964	1589	0	3385	6189	0	3053	1424	1511	1731
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				381			9			80	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		4						4			5	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	5%	0%	0%	1%	1%	4%	0%	0%	2%
Adj. Flow (vph)	2	26	1915	432	25	211	1513	101	367	47	495	119
Shared Lane Traffic (%)									10%		43%	36%
Lane Group Flow (vph)	0	28	1915	432	0	236	1614	0	330	297	282	76
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (vph)	34	48
Future Volume (vph)	34	48
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.973	
Satd. Flow (prot)	1679	1615
Flt Permitted	0.973	
Satd. Flow (perm)	1676	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	35	50
Shared Lane Traffic (%)		
Lane Group Flow (vph)	78	50
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	0			2		0	0		
Act Effct Green (s)		8.2	65.9	106.0		16.6	76.6		40.1	40.1	62.7	13.4
Actuated g/C Ratio		0.05	0.41	0.66		0.10	0.48		0.25	0.25	0.39	0.08
v/c Ratio		0.33	0.94	0.37		0.67	0.54		0.43	0.71	0.45	0.52
Control Delay		97.0	47.8	2.2		78.5	32.5		51.1	48.4	28.4	82.8
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		97.0	47.8	2.2		78.5	32.5		51.1	48.4	28.4	82.8
LOS		F	D	A		E	C		D	D	C	F
Approach Delay			40.1				38.4			43.2		
Approach LOS			D				D			D		
Queue Length 50th (ft)		31	~788	31		125	375		152	234	166	81
Queue Length 95th (ft)		m45	#952	m32		167	440		203	363	238	142
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	2043	1225		507	2967		878	466	685	173
Starvation Cap Reductn		0	0	45		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	29		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.11	0.94	0.37		0.47	0.55		0.38	0.64	0.41	0.44

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	13.4	21.6
Actuated g/C Ratio	0.08	0.14
v/c Ratio	0.56	0.23
Control Delay	85.2	33.6
Queue Delay	0.0	0.0
Total Delay	85.2	33.6
LOS	F	C
Approach Delay	71.6	
Approach LOS	E	
Queue Length 50th (ft)	84	27
Queue Length 95th (ft)	144	48
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	167	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.47	0.12







Intersection Summary















Intersection Signal Delay: 41.2
 Intersection Capacity Utilization 90.5%
 Analysis Period (min) 15







Intersection LOS: D
 ICU Level of Service E

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

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	442	302	145	1400	1019	163
Future Volume (vph)	442	302	145	1400	1019	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.979	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1583	1752	3438	3372	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1583	367	3438	3372	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		4			23	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			3			3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	2%	3%	5%	5%	2%
Adj. Flow (vph)	451	308	148	1429	1040	166
Shared Lane Traffic (%)						
Lane Group Flow (vph)	451	308	148	1429	1206	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

Lane Group						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	1					
Act Effct Green (s)	14.7	33.7	37.1	39.1	20.1	
Actuated g/C Ratio	0.22	0.51	0.56	0.59	0.31	
v/c Ratio	0.60	0.38	0.28	0.70	1.16	
Control Delay	26.4	11.0	7.6	12.3	106.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	26.4	11.0	7.6	12.3	106.1	
LOS	C	B	A	B	F	
Approach Delay	20.2			11.9	106.1	
Approach LOS	C			B	F	
Queue Length 50th (ft)	84	68	21	186	~308	
Queue Length 95th (ft)	124	116	52	321	#482	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1276	806	523	2043	1043	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.35	0.38	0.28	0.70	1.16	

Intersection Summary















Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 65.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 45.7
 Intersection Capacity Utilization 67.4%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.







Intersection LOS: D
 ICU Level of Service C

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	61	27	17	1742	1163	22
Future Volume (vph)	61	27	17	1742	1163	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor	1.00				1.00	
Frt		0.850			0.997	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1719	1615	1805	4988	3456	0
Flt Permitted	0.950		0.189			
Satd. Flow (perm)	1718	1615	359	4988	3456	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		28			2	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)	1					
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	0%	0%	4%	4%	9%
Adj. Flow (vph)	64	28	18	1834	1224	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	28	18	1834	1247	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3	1 2			
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	8.5	8.5	35.1	43.6	21.2	
Actuated g/C Ratio	0.15	0.15	0.62	0.78	0.38	
v/c Ratio	0.25	0.10	0.03	0.47	0.95	
Control Delay	23.5	10.0	5.2	5.0	42.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.5	10.0	5.2	5.0	42.5	
LOS	C	A	A	A	D	
Approach Delay	19.4			5.0	42.5	
Approach LOS	B			A	D	
Queue Length 50th (ft)	19	0	2	106	~306	
Queue Length 95th (ft)	48	18	8	161	#446	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	827	791	618	3752	1308	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.04	0.03	0.49	0.95	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 56.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 20.1
 Intersection Capacity Utilization 48.7%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: C
 ICU Level of Service A

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

Splits and Phases: 56: Merrick Ave & Privado Rd





N-1 2023 Existing Conditions

























N-1.7 Saturday Midday peak hour – Holiday

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

Existing Saturday Midday-Holiday peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	276	1350	55	201	1356	667	72	319	276	542	302	285
Future Volume (vph)	276	1350	55	201	1356	667	72	319	276	542	302	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235	300		0
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	85			110			130			75		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00					0.97	0.99		0.99	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5085	1482	3502	6471	1583	1736	3471	1599	3400	3438	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3456	5085	1482	3502	6471	1530	1726	3471	1578	3397	3438	1566
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30				30
Link Distance (ft)		566			700			662				581
Travel Time (s)		12.9			11.9			15.0				13.2
Confl. Peds. (#/hr)	16					16	7			1	1	
Confl. Bikes (#/hr)												7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	2%	9%	0%	1%	2%	4%	4%	1%	3%	5%	1%
Adj. Flow (vph)	285	1392	57	207	1398	688	74	329	285	559	311	294
Shared Lane Traffic (%)												
Lane Group Flow (vph)	285	1392	57	207	1398	688	74	329	285	559	311	294
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

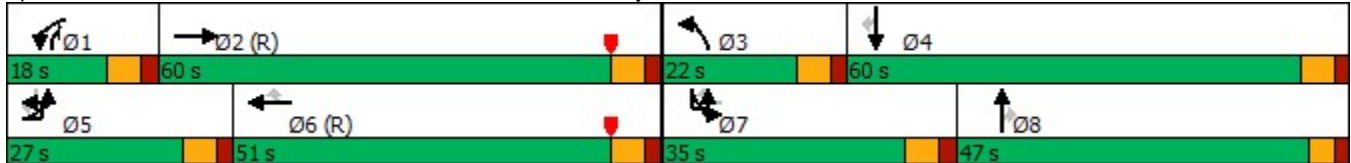
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	custom
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			Free			6 7			8			4 5
Detector Phase	5	2		1	6	6 7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		11.0	16.0	9.0	11.0	16.0	
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0	
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%	
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	7.0			7.0			7.0			7.0	
Flash Dont Walk (s)	7.0	28.0			28.0			33.0			33.0	
Pedestrian Calls (#/hr)	0	2			0			0			5	
Act Effct Green (s)	17.5	73.7	160.0	14.1	70.2	104.5	11.2	21.0	34.1	28.2	37.1	60.6
Actuated g/C Ratio	0.11	0.46	1.00	0.09	0.44	0.65	0.07	0.13	0.21	0.18	0.23	0.38
v/c Ratio	0.75	0.59	0.04	0.67	0.49	0.69	0.61	0.72	0.63	0.93	0.39	0.50
Control Delay	81.7	34.5	0.1	88.7	18.9	13.4	92.4	75.6	30.8	87.8	53.2	40.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	34.5	0.1	88.7	18.9	14.7	92.4	75.6	30.8	87.8	53.2	40.5
LOS	F	C	A	F	B	B	F	E	C	F	D	D
Approach Delay		41.2			24.0			58.9			66.6	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	151	393	0	116	130	140	77	177	130	299	145	234
Queue Length 95th (ft)	198	503	0	m156	194	880	131	222	210	#403	190	305
Internal Link Dist (ft)		486			620			582			501	
Turn Bay Length (ft)	375		245	250			95		235	300		
Base Capacity (vph)	460	2341	1482	315	2840	1006	173	911	454	616	1160	629
Starvation Cap Reductn	0	0	0	0	0	147	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.59	0.04	0.66	0.49	0.80	0.43	0.36	0.63	0.91	0.27	0.47

Intersection Summary













Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93

Intersection Signal Delay: 41.6
 Intersection Capacity Utilization 95.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	813	256	170	1028	101	246	178	153	122	169	58
Future Volume (vph)	72	813	256	170	1028	101	246	178	153	122	169	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98	1.00	1.00				0.98		1.00	
Frt			0.850		0.987				0.850		0.975	
Flt Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1787	5085	1583	1770	5055	0	3502	1881	1599	0	3419	0
Flt Permitted	0.187			0.247			0.950				0.983	
Satd. Flow (perm)	351	5085	1556	460	5055	0	3502	1881	1569	0	3414	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			269		11				106			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	7		3	3		7			4	4		
Confl. Bikes (#/hr)						2			1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	2%	2%	1%	1%	0%	1%	1%	2%	1%	0%
Adj. Flow (vph)	76	856	269	179	1082	106	259	187	161	128	178	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	856	269	179	1188	0	259	187	161	0	367	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru						Left	
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0			6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	83.3	74.8	74.8	95.1	81.1		22.7	22.7	37.6			23.7
Actuated g/C Ratio	0.52	0.47	0.47	0.59	0.51		0.14	0.14	0.24			0.15
v/c Ratio	0.29	0.36	0.31	0.45	0.46		0.52	0.70	0.36			0.73
Control Delay	19.4	29.7	4.4	19.9	27.4		66.5	78.9	17.1			73.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0
Total Delay	19.4	29.7	4.4	19.9	27.4		66.5	78.9	17.1			73.6
LOS	B	C	A	B	C		E	E	B			E
Approach Delay		23.4			26.5			57.2				73.6
Approach LOS		C			C			E				E
Queue Length 50th (ft)	32	207	0	80	282		131	190	44			195
Queue Length 95th (ft)	69	295	62	148	396		169	263	97			246
Internal Link Dist (ft)		554			755			317				181
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	385	2375	870	438	2566		853	458	500			511
Starvation Cap Reductn	0	0	0	0	0		0	0	0			0
Spillback Cap Reductn	0	0	0	0	0		0	0	0			0
Storage Cap Reductn	0	0	0	0	0		0	0	0			0
Reduced v/c Ratio	0.20	0.36	0.31	0.41	0.46		0.30	0.41	0.32			0.72

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 13 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73

28: Merchants Concourse/Ellison Ave & Old Country Rd

05/23/2024

Intersection Signal Delay: 35.6





Intersection LOS: D

Intersection Capacity Utilization 73.4%













ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	742	171	479	873	65	147	366	687	102	453	271
Future Volume (vph)	134	742	171	479	873	65	147	366	687	102	453	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99	0.99	0.99			0.98
Frt		0.972			0.990			0.927	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	4927	0	3433	3538	0	1752	3092	1427	1805	3539	1568
Flt Permitted	0.950			0.950			0.283			0.132		
Satd. Flow (perm)	1787	4927	0	3425	3538	0	519	3092	1408	251	3539	1530
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					6			163	124			
Link Speed (mph)		40			40			40				30
Link Distance (ft)		671			516			310				394
Travel Time (s)		11.4			8.8			5.3				9.0
Confl. Peds. (#/hr)	1		4	4		1	10					10
Confl. Bikes (#/hr)						1			2			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	2%	2%	2%	1%	0%	3%	3%	3%	0%	2%	3%
Adj. Flow (vph)	140	773	178	499	909	68	153	381	716	106	472	282
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	140	951	0	499	977	0	153	739	358	106	472	282
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												








												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		3			0						0	
Act Effct Green (s)	15.3	50.3		23.2	58.3		44.0	31.9	55.2	40.8	30.3	45.6
Actuated g/C Ratio	0.11	0.36		0.17	0.42		0.31	0.23	0.39	0.29	0.22	0.33
v/c Ratio	0.72	0.54		0.88	0.66		0.57	0.89	0.57	0.56	0.62	0.56
Control Delay	80.0	38.3		73.9	37.5		40.1	54.0	21.2	42.1	52.7	37.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.0	38.3		73.9	37.5		40.1	54.0	21.2	42.1	52.7	37.7
LOS	E	D		E	D		D	D	C	D	D	D
Approach Delay		43.7			49.8			42.9			46.5	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	125	262		226	378		98	285	157	66	204	194
Queue Length 95th (ft)	191	322		#326	527		143	362	257	104	252	247
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	293	1773		585	1476		293	918	638	234	910	588
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.54		0.85	0.66		0.52	0.81	0.56	0.45	0.52	0.48

Intersection Summary













Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89

Intersection Signal Delay: 45.9
 Intersection Capacity Utilization 85.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
29 s	49 s	20 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
29 s	49 s	20 s	42 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	371	249	116	12	229	203	111	565	42	230	554	335
Future Volume (vph)	371	249	116	12	229	203	111	565	42	230	554	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor			0.98	0.99	0.99			1.00		1.00		
Frt			0.850		0.930			0.990			0.984	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3610	1568	1805	3313	0	1736	3410	0	1745	3307	1393
Flt Permitted	0.950			0.950			0.263			0.192		
Satd. Flow (perm)	3400	3610	1538	1796	3313	0	480	3410	0	352	3307	1393
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			125									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)			4	4					7	7		
Confl. Bikes (#/hr)						18						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	3%	0%	0%	0%	4%	5%	0%	0%	3%	2%
Adj. Flow (vph)	399	268	125	13	246	218	119	608	45	247	596	360
Shared Lane Traffic (%)												20%
Lane Group Flow (vph)	399	268	125	13	464	0	119	653	0	247	668	288
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											









												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						1			0	
Act Effct Green (s)	18.5	40.5	50.8	5.5	20.6		37.9	27.5		46.1	31.7	56.5
Actuated g/C Ratio	0.18	0.39	0.49	0.05	0.20		0.37	0.27		0.45	0.31	0.55
v/c Ratio	0.65	0.19	0.15	0.14	0.70		0.41	0.72		0.73	0.66	0.38
Control Delay	46.5	23.1	3.3	57.8	46.1		22.8	40.2		33.3	35.7	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	46.5	23.1	3.3	57.8	46.1		22.8	40.2		33.3	35.7	15.7
LOS	D	C	A	E	D		C	D		C	D	B
Approach Delay		31.7			46.4			37.5			30.4	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	127	56	0	8	152		44	207		99	206	109
Queue Length 95th (ft)	213	114	31	33	247		98	321		#232	341	218
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	889	1527	912	381	1167		394	1372		369	1331	877
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.45	0.18	0.14	0.03	0.40		0.30	0.48		0.67	0.50	0.33

Intersection Summary













Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 103
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73

Intersection Signal Delay: 34.8
 Intersection Capacity Utilization 73.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd

 Ø1	 Ø2	 Ø3	 Ø4
20 s	46 s	26 s	41 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	46 s	31 s	41 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	308	560	30	14	355	164	47	91	54	447	86	572
Future Volume (vph)	308	560	30	14	355	164	47	91	54	447	86	572
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor							1.00		0.99	1.00	1.00	0.99
Frt		0.992			0.953				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.965	
Satd. Flow (prot)	1770	6304	0	1805	4797	0	1805	1863	1615	1643	3309	2814
Flt Permitted	0.344			0.380			0.950			0.950	0.965	
Satd. Flow (perm)	641	6304	0	722	4797	0	1803	1863	1591	1639	3304	2777
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			81				70			629
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	3%	0%	0%	4%	1%	0%	2%	0%	0%	3%	1%
Adj. Flow (vph)	338	615	33	15	390	180	52	100	59	491	95	629
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	338	648	0	15	570	0	52	100	59	245	341	629
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			1		0	0		0	0	
Act Effct Green (s)	80.8	71.8		58.1	53.0		13.8	13.8	18.9	27.4	27.4	49.2
Actuated g/C Ratio	0.58	0.51		0.42	0.38		0.10	0.10	0.14	0.20	0.20	0.35
v/c Ratio	0.62	0.20		0.04	0.31		0.29	0.55	0.21	0.76	0.53	0.45
Control Delay	22.9	20.5		19.1	28.9		61.5	70.5	5.9	68.2	52.6	2.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	20.5		19.1	28.9		61.5	70.5	5.9	68.2	52.6	2.6
LOS	C	C		B	C		E	E	A	E	D	A
Approach Delay		21.3			28.7			50.2			29.9	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	155	92		6	116		45	88	0	234	154	0
Queue Length 95th (ft)	274	139		20	172		86	145	18	317	192	35
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	552	3238		505	1865		386	399	418	369	743	1402
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.20		0.03	0.31		0.13	0.25	0.14	0.66	0.46	0.45

Intersection Summary







Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 28.3

Intersection LOS: C

Intersection Capacity Utilization 84.7%
 Analysis Period (min) 15

ICU Level of Service E

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave

 Ø1	 Ø2 (R)	 Ø3	 Ø4
24 s	44 s	36 s	36 s
 Ø5	 Ø6 (R)		
24 s	44 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	127	614	134	204	729	122	2	215	371	186	4	125
Future Volume (vph)	127	614	134	204	729	122	2	215	371	186	4	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00					0.98		1.00
Frt		0.973			0.978					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1787	4985	0	3335	5005	0	0	1787	3610	2760	0	1788
Flt Permitted	0.950			0.950				0.401				0.457
Satd. Flow (perm)	1784	4985	0	3331	5005	0	0	754	3610	2717	0	858
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		34			23					192		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	3		1	1		3				3		3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	5%	1%	2%	0%	1%	0%	3%	0%	1%
Adj. Flow (vph)	131	633	138	210	752	126	2	222	382	192	4	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	131	771	0	210	878	0	0	224	382	192	0	133
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Perm	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6			3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		8	3	8	1	7	7
Switch Phase												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	229	88
Future Volume (vph)	229	88
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1583
Flt Permitted		
Satd. Flow (perm)	3505	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		91
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	3%	2%
Adj. Flow (vph)	236	91
Shared Lane Traffic (%)		
Lane Group Flow (vph)	236	91
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5
Switch Phase		

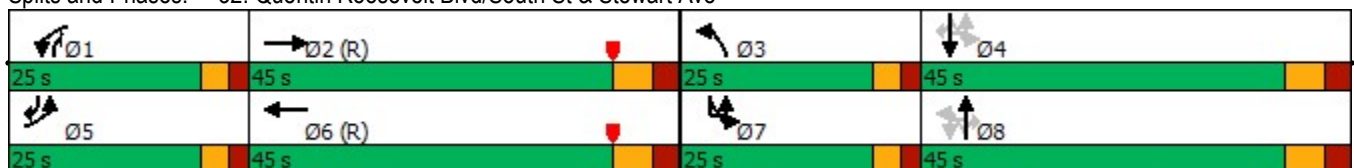
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	32.0		5.0	32.0		12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		19.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		45.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		32.1%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		38.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0		7.0			
Flash Dont Walk (s)							30.0		30.0			
Pedestrian Calls (#/hr)							0		0			
Act Effct Green (s)	15.5	66.6		14.1	65.2			42.0	22.0	38.1		31.5
Actuated g/C Ratio	0.11	0.48		0.10	0.47			0.30	0.16	0.27		0.22
v/c Ratio	0.66	0.32		0.63	0.37			0.61	0.67	0.22		0.47
Control Delay	75.2	23.4		68.6	25.6			45.5	61.6	4.5		41.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	75.2	23.4		68.6	25.6			45.5	61.6	4.5		41.7
LOS	E	C		E	C			D	E	A		D
Approach Delay		30.9			33.9				43.3			
Approach LOS		C			C				D			
Queue Length 50th (ft)	116	150		96	182			162	174	0		91
Queue Length 95th (ft)	179	214		136	260			221	224	28		135
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	258	2390		476	2344			379	979	991		365
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.51	0.32		0.44	0.37			0.59	0.39	0.19		0.36

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 37.1
 Intersection Capacity Utilization 75.7%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave















	↓	↙
Lane Group	SBT	SBR
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	16.2	38.7
Actuated g/C Ratio	0.12	0.28
v/c Ratio	0.58	0.18
Control Delay	64.0	6.8
Queue Delay	0.0	0.0
Total Delay	64.0	6.8
LOS	E	A
Approach Delay	46.3	
Approach LOS	D	
Queue Length 50th (ft)	109	0
Queue Length 95th (ft)	147	38
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	951	554
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.25	0.16
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

Existing Saturday Midday-Holiday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	1033	16	333	881	67	14	382	429	81	362	71
Future Volume (vph)	112	1033	16	333	881	67	14	382	429	81	362	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.998			0.989			0.922			0.979	
Flt Protected	0.950			0.950				0.999			0.992	
Satd. Flow (prot)	1805	5177	0	3433	3555	0	0	3217	0	0	3359	0
Flt Permitted	0.950			0.950				0.935			0.577	
Satd. Flow (perm)	1805	5177	0	3433	3555	0	0	3011	0	0	1954	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	0%	6%	0%	5%	2%	1%	6%	0%
Adj. Flow (vph)	115	1065	16	343	908	69	14	394	442	84	373	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	1081	0	343	977	0	0	850	0	0	530	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	13.2	43.9		18.2	52.0			46.3			46.3	
Actuated g/C Ratio	0.10	0.32		0.13	0.38			0.34			0.34	
v/c Ratio	0.66	0.65		0.75	0.72			0.83			0.80	
Control Delay	78.4	41.7		68.3	39.8			51.0			52.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	78.4	41.7		68.3	39.8			51.0			52.7	
LOS	E	D		E	D			D			D	
Approach Delay		45.2			47.2			51.0			52.7	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	101	301		154	386			373			228	
Queue Length 95th (ft)	172	363		215	490			#523			#350	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	292	1904		555	1433			1021			662	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.39	0.57		0.62	0.68			0.83			0.80	

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 136.5
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 48.2
 Intersection Capacity Utilization 104.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Intersection LOS: D
 ICU Level of Service G

Lane Group Ø3

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 1.0

Minimum Split (s) 33.0

Total Split (s) 30.0

Total Split (%) 17%

Maximum Green (s) 25.0

Yellow Time (s) 3.0

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag Lead

Lead-Lag Optimize? Yes

Vehicle Extension (s) 1.0

Recall Mode None

Walk Time (s) 10.0

Flash Dont Walk (s) 18.0

Pedestrian Calls (#/hr) 0

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

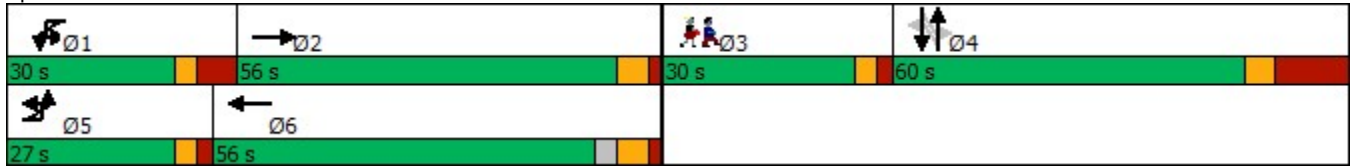
Storage Cap Reductn


















Reduced v/c Ratio

Intersection Summary

Queue shown is maximum after two cycles.

Splits and Phases: 33: Clinton Rd & Stewart Ave



							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		  	  			 	
Traffic Volume (vph)	439	1118	759	153	3	84	485
Future Volume (vph)	439	1118	759	153	3	84	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Frt			0.975			0.890	0.850
Flt Protected	0.950					0.987	
Satd. Flow (prot)	1668	4793	4793	0	0	3099	1407
Flt Permitted	0.237					0.987	
Satd. Flow (perm)	416	4793	4793	0	0	3099	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			40			250	23
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	2%	2%	0%	1%	1%
Adj. Flow (vph)	453	1153	782	158	3	87	500
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	453	1153	940	0	0	340	250
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2
Permitted Phases	12				3		3
Detector Phase	2	12	1		3	3	2

Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	76.1	82.1	44.4			10.9	48.6
Actuated g/C Ratio	0.72	0.78	0.42			0.10	0.46
v/c Ratio	0.67	0.31	0.46			0.62	0.38
Control Delay	23.2	3.6	21.3			18.1	19.1
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	23.2	3.6	21.3			18.1	19.1
LOS	C	A	C			B	B
Approach Delay		9.1	21.3			18.5	
Approach LOS		A	C			B	
Queue Length 50th (ft)	111	61	152			29	106
Queue Length 95th (ft)	252	93	186			71	180
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	679	3746	2049			1253	663
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	0.67	0.31	0.46			0.27	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 14.6
 Intersection Capacity Utilization 65.7%
 Analysis Period (min) 15






















Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)















Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

Existing Saturday Midday-Holiday peak hour
05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	35	1569	561	12	406	1749	98	407	50	658	195
Future Volume (vph)	3	35	1569	561	12	406	1749	98	407	50	658	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00		0.98		1.00	1.00			0.98	0.98	0.99
Frt				0.850			0.992			0.886	0.850	
Flt Protected		0.950				0.950			0.950	0.995		0.950
Satd. Flow (prot)	0	1685	4916	1636	0	3385	6202	0	3113	1414	1534	1754
Flt Permitted		0.950				0.950			0.950	0.995		0.950
Satd. Flow (perm)	0	1684	4916	1604	0	3382	6202	0	3113	1414	1507	1744
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				195			7			101	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		1		7		7		1			9	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	1%	0%	2%	0%	0%	1%
Adj. Flow (vph)	3	36	1634	584	13	423	1822	102	424	52	685	203
Shared Lane Traffic (%)									10%		44%	34%
Lane Group Flow (vph)	0	39	1634	584	0	436	1924	0	382	395	384	134
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (vph)	65	65
Future Volume (vph)	65	65
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.975	
Satd. Flow (prot)	1676	1615
Flt Permitted	0.975	
Satd. Flow (perm)	1671	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	68	68
Shared Lane Traffic (%)		
Lane Group Flow (vph)	137	68
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	2			3		2	2		
Act Effct Green (s)		9.2	52.2	97.1		23.3	66.3		44.9	44.9	74.2	15.6
Actuated g/C Ratio		0.06	0.33	0.61		0.15	0.41		0.28	0.28	0.46	0.10
v/c Ratio		0.41	1.02	0.55		0.89	0.75		0.44	0.84	0.53	0.79
Control Delay		103.8	71.5	8.6		87.0	42.4		48.8	56.7	27.8	99.9
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		103.8	71.5	8.6		87.0	42.5		48.8	56.7	27.8	99.9
LOS		F	E	A		F	D		D	E	C	F
Approach Delay			55.8				50.7			44.5		
Approach LOS			E				D			D		
Queue Length 50th (ft)		42	~694	298		232	500		179	348	244	146
Queue Length 95th (ft)		m66	#791	m126		#318	566		235	#552	350	#261
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	1605	1069		507	2575		894	478	736	175
Starvation Cap Reductn		0	0	11		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	26		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.15	1.02	0.55		0.86	0.75		0.43	0.83	0.52	0.77

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	15.6	24.8
Actuated g/C Ratio	0.10	0.16
v/c Ratio	0.84	0.27
Control Delay	108.7	32.7
Queue Delay	0.0	0.0
Total Delay	108.7	32.7
LOS	F	C
Approach Delay	90.0	
Approach LOS	F	
Queue Length 50th (ft)	150	35
Queue Length 95th (ft)	#276	60
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	167	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.82	0.17







Intersection Summary















Intersection Signal Delay: 53.6
 Intersection Capacity Utilization 103.4%
 Analysis Period (min) 15







Intersection LOS: D
 ICU Level of Service G

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

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	288	321	230	941	836	249
Future Volume (vph)	288	321	230	941	836	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.966	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1615	1752	3471	3380	0
Flt Permitted	0.950		0.198			
Satd. Flow (perm)	3351	1615	365	3471	3380	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		11			50	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)		2	2			4
Confl. Bikes (#/hr)		4				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	3%	4%	3%	2%
Adj. Flow (vph)	300	334	240	980	871	259
Shared Lane Traffic (%)						
Lane Group Flow (vph)	300	334	240	980	1130	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	1					
Act Effct Green (s)	14.2	32.2	36.1	38.2	20.1	
Actuated g/C Ratio	0.22	0.50	0.56	0.59	0.31	
v/c Ratio	0.41	0.41	0.47	0.48	1.04	
Control Delay	23.1	11.2	11.1	9.1	61.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.1	11.2	11.1	9.1	61.8	
LOS	C	B	B	A	E	
Approach Delay	16.8			9.5	61.8	
Approach LOS	B			A	E	
Queue Length 50th (ft)	53	73	34	97	~253	
Queue Length 95th (ft)	84	124	101	184	#436	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1309	829	536	1974	1091	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.40	0.45	0.50	1.04	












Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 64.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 30.9
 Intersection Capacity Utilization 66.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	27	21	1218	1081	35
Future Volume (vph)	18	27	21	1218	1081	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor	1.00	0.99	1.00		1.00	
Frt		0.850			0.995	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1703	1615	1805	5036	3481	0
Flt Permitted	0.950		0.159			
Satd. Flow (perm)	1701	1595	302	5036	3481	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		28			4	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)	1		3			3
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	0%	0%	3%	3%	6%
Adj. Flow (vph)	19	28	22	1282	1138	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	28	22	1282	1175	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	12	1	

Lane Group	 EBL	 EBR	 NBL	 NBT	 SBT	 SBR
Permitted Phases		3	1 2			
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	1	1				
Act Effct Green (s)	10.0	10.0	35.7	45.8	25.3	
Actuated g/C Ratio	0.18	0.18	0.64	0.82	0.45	
v/c Ratio	0.06	0.09	0.05	0.31	0.75	
Control Delay	17.9	8.0	8.3	5.1	24.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.9	8.0	8.3	5.1	24.4	
LOS	B	A	A	A	C	
Approach Delay	12.0			5.2	24.4	
Approach LOS	B			A	C	
Queue Length 50th (ft)	5	0	1	0	100	
Queue Length 95th (ft)	19	15	16	182	#559	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	844	805	632	4199	1577	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.03	0.03	0.31	0.75	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 55.8
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 14.2
 Intersection Capacity Utilization 46.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 56: Merrick Ave & Privado Rd











N-2 2030 No-Build Conditions

N-2.1 Weekday AM peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↗
Traffic Volume (vph)	0	1535	2125	24	0	16
Future Volume (vph)	0	1535	2125	24	0	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	4940	4933	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	4940	4933	0	0	1644
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Peds. (#/hr)	3			3		2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	5%	0%	0%	0%
Adj. Flow (vph)	0	1744	2415	27	0	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1744	2442	0	0	18
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 52.2% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

FB NB weekday AM peak hour
 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↗	
Traffic Volume (veh/h)	0	1535	2125	24	0	16	
Future Volume (Veh/h)	0	1535	2125	24	0	16	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	0	1744	2415	27	0	18	
Pedestrians		2			3		
Lane Width (ft)		12.0			12.0		
Walking Speed (ft/s)		3.5			3.5		
Percent Blockage		0			0		
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.70		
vC, conflicting volume	2418				3013	824	
vC1, stage 1 conf vol					2432		
vC2, stage 2 conf vol					581		
vCu, unblocked vol	2418				2364	824	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	94	
cM capacity (veh/h)	199				47	319	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	581	581	581	966	966	510	18
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	27	18
cSH	1700	1700	1700	1700	1700	1700	319
Volume to Capacity	0.34	0.34	0.34	0.57	0.57	0.30	0.06
Queue Length 95th (ft)	0	0	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	17.0
Lane LOS							C
Approach Delay (s)	0.0			0.0			17.0
Approach LOS							C
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utilization			52.2%		ICU Level of Service		A
Analysis Period (min)			15				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	25	0	1392	331	7	446	1607	80	308	6	131	4
Future Volume (vph)	25	0	1392	331	7	446	1607	80	308	6	131	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Ped Bike Factor		1.00		0.99		1.00	1.00	0.99				
Frt				0.850			0.999	0.850		0.970	0.850	
Flt Protected		0.950				0.950			0.950	0.963		0.950
Satd. Flow (prot)	0	3385	4988	1503	0	3226	4755	1421	1586	2869	1400	1533
Flt Permitted		0.950				0.950			0.950	0.963		0.950
Satd. Flow (perm)	0	3384	4988	1485	0	3225	4755	1402	1586	2869	1400	1533
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		4		2		2		4				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	11%	0%	5%	3%	1%	7%	0%	5%	0%
Adj. Flow (vph)	29	0	1619	385	8	519	1869	93	358	7	152	5
Shared Lane Traffic (%)								10%	50%		30%	10%
Lane Group Flow (vph)	0	29	1619	385	0	527	1878	84	179	232	106	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	4T	T
Traffic Volume (vph)	52	0
Future Volume (vph)	52	0
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor		
Flt		
Flt Protected	0.999	
Satd. Flow (prot)	2988	1671
Flt Permitted	0.999	
Satd. Flow (perm)	2988	1671
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	60	0
Shared Lane Traffic (%)		0%
Lane Group Flow (vph)	61	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		5.9	59.8	160.0		34.6	90.6	160.0	25.6	25.6	25.6	14.0
Actuated g/C Ratio		0.04	0.37	1.00		0.22	0.57	1.00	0.16	0.16	0.16	0.09
v/c Ratio		0.23	0.87	0.26		0.76	0.70	0.06	0.71	0.51	0.47	0.03
Control Delay		93.7	30.3	0.3		66.1	29.3	0.1	78.3	66.3	69.5	58.7
Queue Delay		0.0	0.5	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		93.7	30.8	0.3		66.1	29.3	0.1	78.3	66.3	69.5	58.7
LOS		F	C	A		E	C	A	E	E	E	E
Approach Delay			26.0				36.1			71.1		
Approach LOS			C				D			E		
Queue Length 50th (ft)		15	430	0		268	544	0	194	129	110	4
Queue Length 95th (ft)		m24	594	0		#419	722	0	#378	186	#204	15
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		486	1864	1485		696	2693	1402	253	458	224	354
Starvation Cap Reductn		0	49	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.06	0.89	0.26		0.76	0.70	0.06	0.71	0.51	0.47	0.01

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87

Lane Group	↓	↙
	SBT	SBR
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	28.1%	28.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	14.0	
Actuated g/C Ratio	0.09	
v/c Ratio	0.23	
Control Delay	66.6	
Queue Delay	0.0	
Total Delay	66.6	
LOS	E	
Approach Delay	66.1	
Approach LOS	E	
Queue Length 50th (ft)	36	
Queue Length 95th (ft)	51	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	690	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.09	

Intersection Summary

2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

05/23/2024

Intersection Signal Delay: 36.0

Intersection LOS: D

Intersection Capacity Utilization 79.6%

ICU Level of Service D







Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













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

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø4	 Ø3
29 s	61 s	45 s	25 s
 Ø5	 Ø6 (R)		
29 s	61 s		

Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

FB NB weekday AM peak hour
 05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	4	1669	38	7	59	1873	69	71	
Future Volume (vph)	4	1669	38	7	59	1873	69	71	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			1.00		1.00		
Frt		0.997					0.931		
Flt Protected					0.950		0.976		
Satd. Flow (prot)	0	4925	0	0	1805	6285	1853	0	
Flt Permitted		0.927			0.950		0.976		
Satd. Flow (perm)	0	4566	0	0	1801	6285	1852	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		4					26		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			6		6		1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Heavy Vehicles (%)	0%	5%	3%	0%	0%	4%	2%	3%	
Adj. Flow (vph)	5	1897	43	8	67	2128	78	81	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1945	0	0	75	2128	159	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		1	1	2	1		
Detector Template	Left	Thru		Left	Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

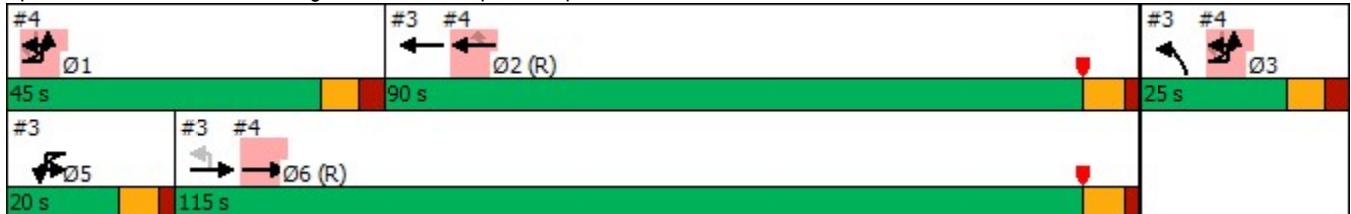
									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	115.0	115.0		20.0	20.0	90.0	25.0		45.0
Total Split (%)	71.9%	71.9%		12.5%	12.5%	56.3%	15.6%		28%
Maximum Green (s)	108.0	108.0		13.3	13.3	83.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	2		
Act Effct Green (s)		112.7			10.5	112.2	15.4		
Actuated g/C Ratio		0.70			0.07	0.70	0.10		
v/c Ratio		0.60			0.63	0.48	0.79		
Control Delay		2.0			93.0	5.3	85.0		
Queue Delay		0.0			0.0	0.1	0.0		
Total Delay		2.0			93.0	5.4	85.0		
LOS		A			F	A	F		
Approach Delay		2.0				8.4	85.0		
Approach LOS		A				A	F		
Queue Length 50th (ft)		16			75	138	137		
Queue Length 95th (ft)		17			m122	79	#218		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3216			150	4407	223		
Starvation Cap Reductn		0			0	634	0		
Spillback Cap Reductn		122			0	45	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.63			0.50	0.56	0.71		

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79













Intersection Signal Delay: 8.3
 Intersection Capacity Utilization 75.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB NB weekday AM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	7	28	1711	1837	109	0	9			
Future Volume (vph)	7	28	1711	1837	109	0	9			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	4893	4940	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3500	4893	4940	1639	0	2900			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	6%	5%	0%	0%	0%			
Adj. Flow (vph)	8	30	1860	1997	118	0	10			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	38	1860	1997	118	0	10			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB NB weekday AM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				2	
Act Effct Green (s)		33.1	112.7	112.2	112.2		33.1			
Actuated g/C Ratio		0.21	0.70	0.70	0.70		0.21			
v/c Ratio		0.05	0.54	0.58	0.10		0.02			
Control Delay		49.3	6.5	2.8	2.1		49.3			
Queue Delay		0.0	0.0	0.0	0.8		0.0			
Total Delay		49.3	6.5	2.8	2.8		49.3			
LOS		D	A	A	A		D			
Approach Delay			7.4	2.8		49.3				
Approach LOS			A	A		D				
Queue Length 50th (ft)		18	158	36	6		4			
Queue Length 95th (ft)		m32	m169	54	m13		15			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1262	3445	3464	1149		1045			
Starvation Cap Reductn		0	0	0	804		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.03	0.54	0.58	0.34		0.01			

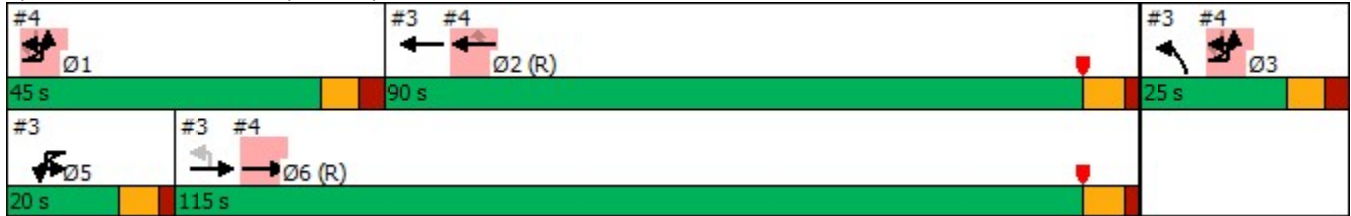
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79

Intersection Signal Delay: 5.1
 Intersection Capacity Utilization 56.1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	437	1151	53	19	199	1369	267	92	448	98	179
Future Volume (vph)	1	437	1151	53	19	199	1369	267	92	448	98	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	1.00		
Frt				0.850				0.850		0.974		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3143	4848	1322	0	3408	4893	1561	1542	3147	0	1457
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	4848	1300	0	3403	4893	1542	1534	3146	0	1457
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		1		4		4		1	7			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	7%	14%	0%	3%	6%	0%	3%	7%	7%	9%
Adj. Flow (vph)	1	455	1199	55	20	207	1426	278	96	467	102	186
Shared Lane Traffic (%)									10%			23%
Lane Group Flow (vph)	0	456	1199	55	0	227	1426	278	86	579	0	143
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	228	124
Future Volume (vph)	228	124
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.98
Frt	0.993	0.850
Flt Protected	0.993	
Satd. Flow (prot)	2851	1257
Flt Permitted	0.993	
Satd. Flow (perm)	2851	1233
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	9%	13%
Adj. Flow (vph)	238	129
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	294	116
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			2	2			0					0
Act Effct Green (s)		27.3	68.4	68.4		15.0	56.1	160.0	23.0	23.0		23.6
Actuated g/C Ratio		0.17	0.43	0.43		0.09	0.35	1.00	0.14	0.14		0.15
v/c Ratio		0.85	0.58	0.10		0.71	0.83	0.18	0.39	1.28		0.67
Control Delay		90.7	39.6	41.2		101.4	44.9	0.2	68.0	194.4		78.9
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		90.7	39.6	41.2		101.4	44.9	0.2	68.0	194.4		78.9
LOS		F	D	D		F	D	A	E	F		E
Approach Delay			53.3				45.1			178.1		
Approach LOS			D				D			F		
Queue Length 50th (ft)		261	239	30		129	339	0	91	~420		158
Queue Length 95th (ft)		#343	380	m69		167	#622	0	156	#552		232
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		544	2071	555		532	1715	1542	221	452		300
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.84	0.58	0.10		0.43	0.83	0.18	0.39	1.28		0.48

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	23.6	23.6
Actuated g/C Ratio	0.15	0.15
v/c Ratio	0.70	0.64
Control Delay	73.4	79.3
Queue Delay	0.0	0.0
Total Delay	73.4	79.3
LOS	E	E
Approach Delay	76.1	
Approach LOS	E	
Queue Length 50th (ft)	172	127
Queue Length 95th (ft)	220	197
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	588	254
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.50	0.46
Intersection Summary		

Maximum v/c Ratio: 1.28

Intersection Signal Delay: 69.7

Intersection LOS: E

Intersection Capacity Utilization 95.3%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.







Queue shown is maximum after two cycles.





















95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













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

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 56 s	 Ø3 31 s	 Ø4 41 s
 Ø5 32 s	 Ø6 (R) 56 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	13	0	18	0	1	21	62	1027	64	3	48	514
Future Volume (vph)	13	0	18	0	1	21	62	1027	64	3	48	514
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	115		285		110	
Storage Lanes	0		0	1		0	1		1		1	
Taper Length (ft)	0			0			70				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Ped Bike Factor		0.99			0.99		0.99		0.98		1.00	0.99
Frt		0.922			0.857				0.850			0.980
Flt Protected		0.979					0.950				0.950	
Satd. Flow (prot)	0	1501	0	1900	1521	0	1805	5036	1615	0	1805	4692
Flt Permitted		0.852					0.399				0.239	
Satd. Flow (perm)	0	1307	0	1900	1521	0	753	5036	1590	0	454	4692
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		82			22				82			26
Link Speed (mph)		30			30			35				35
Link Distance (ft)		391			221			1000				393
Travel Time (s)		8.9			5.0			19.5				7.7
Confl. Peds. (#/hr)							10		3		3	
Confl. Bikes (#/hr)			5			1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	23%	0%	0%	6%	0%	3%	0%	0%	0%	9%
Adj. Flow (vph)	14	0	19	0	1	22	66	1093	68	3	51	547
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	23	0	66	1093	68	0	54	631
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			30				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		32			32			32				45
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1		1	1		1	2	1	1	1	2
Detector Template	Left							Thru	Right	Left		Thru
Leading Detector (ft)	20	30		30	30		30	100	20	20	30	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		30	6	20	20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	79
Future Volume (vph)	79
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	10
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	0%
Adj. Flow (vph)	84
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2		2	6	6	
Detector Phase	4	4		8	8		5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	20.0	20.0	3.0	3.0	20.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	26.0	26.0	9.0	9.0	26.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	46.0	46.0	22.0	22.0	46.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	38.3%	38.3%	18.3%	18.3%	38.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	40.0	40.0	16.0	16.0	40.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2	0.2	3.0	3.0	0.2
Recall Mode	None	None		None	None		None	Min	Min	None	None	Min
Walk Time (s)				7.0	7.0			7.0	7.0			7.0
Flash Dont Walk (s)				38.0	38.0			26.0	26.0			26.0
Pedestrian Calls (#/hr)				1	1			0	0			0
Act Effct Green (s)		13.7			13.7		33.6	37.2	37.2		33.2	37.0
Actuated g/C Ratio		0.27			0.27		0.67	0.74	0.74		0.66	0.73
v/c Ratio		0.08			0.05		0.10	0.29	0.06		0.11	0.18
Control Delay		0.4			8.5		8.7	12.0	4.6		9.1	11.2
Queue Delay		0.0			0.0		0.0	0.0	0.0		0.0	0.0
Total Delay		0.4			8.5		8.7	12.0	4.6		9.1	11.2
LOS		A			A		A	B	A		A	B
Approach Delay		0.4			8.5			11.4				11.0
Approach LOS		A			A			B				B
Queue Length 50th (ft)		0			0		0	0	0		0	0
Queue Length 95th (ft)		0			15		50	286	24		43	155
Internal Link Dist (ft)		311			141			920				313
Turn Bay Length (ft)							115		285		110	
Base Capacity (vph)		1140			1316		945	4151	1325		856	3872
Starvation Cap Reductn		0			0		0	0	0		0	0
Spillback Cap Reductn		0			0		0	0	0		0	0
Storage Cap Reductn		0			0		0	0	0		0	0
Reduced v/c Ratio		0.03			0.02		0.07	0.26	0.05		0.06	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 50.4
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.29
 Intersection Signal Delay: 11.1
 Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary




























Intersection Capacity Utilization 47.4%

ICU Level of Service A













Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access

 Ø1	 Ø2	 Ø4
22 s	46 s	52 s
 Ø5	 Ø6	 Ø8
22 s	46 s	52 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 				  			 	 
Traffic Volume (vph)	418	3	300	2	0	43	0	1062	1	46	1	343
Future Volume (vph)	418	3	300	2	0	43	0	1062	1	46	1	343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		0	0		0		140	
Storage Lanes	2		1	2		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor			0.99	1.00		0.99						
Frt			0.850			0.850						
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3303	1900	1524	3502	0	1538	0	6285	0	0	1805	3343
Flt Permitted	0.950			0.950							0.161	
Satd. Flow (perm)	3303	1900	1505	3495	0	1516	0	6285	0	0	306	3343
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			326			100						
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			459			581				476
Travel Time (s)		15.0			10.4			11.3				9.3
Confl. Peds. (#/hr)			1	1			9					
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	6%	0%	0%	5%	0%	4%	0%	0%	0%	8%
Adj. Flow (vph)	454	3	326	2	0	47	0	1154	1	50	1	373
Shared Lane Traffic (%)												
Lane Group Flow (vph)	454	3	326	2	0	47	0	1155	0	0	51	373
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	9
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		3						0				0
Act Effct Green (s)	20.1	11.1	70.1	12.5		12.5		30.7			36.9	36.9
Actuated g/C Ratio	0.29	0.16	1.00	0.18		0.18		0.44			0.53	0.53
v/c Ratio	0.48	0.01	0.22	0.00		0.13		0.42			0.18	0.21
Control Delay	23.7	30.0	0.3	35.5		0.8		15.9			10.8	9.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	23.7	30.0	0.3	35.5		0.8		15.9			10.8	9.8
LOS	C	C	A	D		A		B			B	A
Approach Delay		14.0			2.2			15.9				9.9
Approach LOS		B			A			B				A
Queue Length 50th (ft)	90	1	0	0		0		98			8	35
Queue Length 95th (ft)	153	9	0	4		1		202			37	100
Internal Link Dist (ft)		908			379			501				396
Turn Bay Length (ft)			700								140	
Base Capacity (vph)	2921	887	1505	1635		761		3914			1137	3220
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.16	0.00	0.22	0.00		0.06		0.30			0.04	0.12

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 70.1
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 13.9
 Intersection LOS: B

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary



















Intersection Capacity Utilization 58.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	391	869	316	21	646	407	0	0	102
Future Volume (vph)	0	0	0	391	869	316	21	646	407	0	0	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								0.99				1.00
Frt					0.995	0.850						0.989
Flt Protected				0.950	0.998			0.950				
Satd. Flow (prot)	0	0	0	1564	3179	1455	0	3340	3574	0	0	3467
Flt Permitted				0.950	0.998			0.950				
Satd. Flow (perm)	0	0	0	1564	3179	1455	0	3303	3574	0	0	3467
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					3	223						5
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								6				
Confl. Bikes (#/hr)			4									
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	5%	2%	1%	0%	5%	1%	0%	0%	3%
Adj. Flow (vph)	0	0	0	501	1114	405	27	828	522	0	0	131
Shared Lane Traffic (%)				10%		10%						
Lane Group Flow (vph)	0	0	0	451	1205	364	0	855	522	0	0	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	8	
Future Volume (vph)	8	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	6	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.78	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	10	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				35.9	41.6	41.6		25.6	44.4			11.6
Actuated g/C Ratio				0.36	0.41	0.41		0.25	0.44			0.12
v/c Ratio				0.81	0.99	0.50		1.00	0.33			0.35
Control Delay				44.0	54.8	9.8		70.2	21.0			44.2
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				44.0	54.8	9.8		70.2	21.0			44.2
LOS				D	D	A		E	C			D
Approach Delay					44.2				51.5			44.2
Approach LOS					D				D			D
Queue Length 50th (ft)				246	398	60		251	96			38
Queue Length 95th (ft)				#581	412	95		#518	197			81
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				558	1699	1165		852	2443			1241
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.81	0.71	0.31		1.00	0.21			0.11

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 100.4
 Natural Cycle: 145
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 47.1
 Intersection LOS: D

Lane Group	SBR	Ø8
Detector 2 Extend (s)		
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Intersection Capacity Utilization 72.3%











ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	533	25	0	1638	0	50
Future Volume (vph)	533	25	0	1638	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.81	0.81	1.00	0.86	1.00	0.88
Ped Bike Factor						
Frt	0.999	0.850				0.850
Flt Protected						
Satd. Flow (prot)	5749	1308	0	6408	0	2787
Flt Permitted						
Satd. Flow (perm)	5749	1308	0	6408	0	2787
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	256	
Travel Time (s)	9.8			1.9	5.8	
Confl. Peds. (#/hr)		2	2			
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	7%	0%	0%	2%	0%	2%
Adj. Flow (vph)	730	34	0	2244	0	68
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	733	31	0	2244	0	68
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 27.1% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	583	1549	438	0	89
Future Volume (vph)	0	583	1549	438	0	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.81	0.86	0.86	1.00	1.00
Frt			0.967			0.865
Flt Protected						
Satd. Flow (prot)	0	7259	6176	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	7259	6176	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	0%	6%	3%	0%	0%	0%
Adj. Flow (vph)	0	799	2122	600	0	122
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	799	2722	0	0	122
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	















Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 42.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	242	0	407	650	314	253
Future Volume (vph)	242	0	407	650	314	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3213	0	1787	3252	2959	1468
Flt Permitted	0.950		0.540			
Satd. Flow (perm)	3213	0	1016	3252	2959	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						284
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	9%	0%	1%	11%	22%	10%
Adj. Flow (vph)	272	0	457	730	353	284
Shared Lane Traffic (%)						
Lane Group Flow (vph)	272	0	457	730	353	284
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	10.3		35.4	35.4	20.2	20.2
Actuated g/C Ratio	0.18		0.61	0.61	0.35	0.35
v/c Ratio	0.48		0.62	0.37	0.34	0.41
Control Delay	25.0		12.9	6.4	16.5	4.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	25.0		12.9	6.4	16.5	4.7
LOS	C		B	A	B	A
Approach Delay	25.0			8.9	11.2	
Approach LOS	C			A	B	
Queue Length 50th (ft)	41		67	54	42	0
Queue Length 95th (ft)	84		136	95	97	49
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1406		994	2448	1036	698
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.19		0.46	0.30	0.34	0.41

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 57.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 11.7
 Intersection LOS: B

Intersection Capacity Utilization 61.4%
Analysis Period (min) 15

ICU Level of Service B

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke













FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	122	1122	344	1	98	1704	390	581	634	60	53	206
Future Volume (vph)	122	1122	344	1	98	1704	390	581	634	60	53	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00				1.00	1.00			1.00		1.00	
Frt			0.850			0.972			0.987			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1641	4988	1599	0	1613	6115	0	3400	3261	0	3127	3034
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1641	4988	1599	0	1612	6115	0	3400	3261	0	3118	3034
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	3		3		3		3			5	5	
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	4%	1%	0%	12%	3%	6%	3%	9%	10%	12%	19%
Adj. Flow (vph)	126	1157	355	1	101	1757	402	599	654	62	55	212
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	1157	355	0	102	2159	0	599	716	0	55	212
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	105
Future Volume (vph)	105
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1417
Flt Permitted	
Satd. Flow (perm)	1417
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	14%
Adj. Flow (vph)	108
Shared Lane Traffic (%)	
Lane Group Flow (vph)	108
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

FB NB weekday AM peak hour
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	34.0	65.0		34.0	34.0	65.0		39.0	42.0		39.0	42.0
Total Split (%)	18.9%	36.1%		18.9%	18.9%	36.1%		21.7%	23.3%		21.7%	23.3%
Maximum Green (s)	26.7	58.0		26.7	26.7	58.0		32.0	34.0		32.0	34.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				2			1			1
Act Effct Green (s)	19.1	72.9	111.9		16.7	70.4		32.0	56.0		7.6	29.2
Actuated g/C Ratio	0.11	0.40	0.62		0.09	0.39		0.18	0.31		0.04	0.16
v/c Ratio	0.72	0.57	0.36		0.68	0.90		0.99	0.71		0.42	0.43
Control Delay	100.1	43.8	18.8		106.6	55.1		106.9	59.9		93.0	70.7
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	100.1	43.8	18.8		106.6	55.1		106.9	59.9		93.0	70.7
LOS	F	D	B		F	E		F	E		F	E
Approach Delay		42.7				57.4			81.3			67.0
Approach LOS		D				E			F			E
Queue Length 50th (ft)	147	379	190		109	641		369	411		33	122
Queue Length 95th (ft)	218	484	314		169	#878		#502	474		59	162
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	243	2019	993		239	2392		604	1014		555	573
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.52	0.57	0.36		0.43	0.90		0.99	0.71		0.10	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 106 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	55.6
Actuated g/C Ratio	0.31
v/c Ratio	0.25
Control Delay	46.7
Queue Delay	0.0
Total Delay	46.7
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	98
Queue Length 95th (ft)	139
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	485
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.22

Intersection Summary

Intersection Signal Delay: 59.4
 Intersection Capacity Utilization 87.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: Merrick Ave & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø3	 Ø4
34 s	65 s	39 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
34 s	65 s	39 s	42 s









Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

FB NB weekday AM peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	10	1129	1	3	0	2217	0	0	
Future Volume (vph)	10	1129	1	3	0	2217	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt									
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4817	0	0	1685	4868	0	0	
Flt Permitted	0.061				0.222				
Satd. Flow (perm)	108	4817	0	0	393	4868	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)									
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			9		9				
Confl. Bikes (#/hr)						1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	0%	4%	100%	0%	0%	3%	0%	0%	
Adj. Flow (vph)	11	1201	1	3	0	2359	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	11	1202	0	0	3	2359	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke




FB NB weekday AM peak hour
 05/23/2024

									
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø3
Detector Phase	2	2		6	6	6			
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	147.0	147.0		147.0	147.0	147.0			33.0
Total Split (%)	81.7%	81.7%		81.7%	81.7%	81.7%			18%
Maximum Green (s)	140.0	140.0		140.0	140.0	140.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									1
Act Effct Green (s)	172.0	172.0			172.0	172.0			
Actuated g/C Ratio	0.96	0.96			0.96	0.96			
v/c Ratio	0.11	0.26			0.01	0.51			
Control Delay	6.8	2.7			1.7	1.5			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	6.8	2.7			1.7	1.5			
LOS	A	A			A	A			
Approach Delay		2.7				1.5			
Approach LOS		A				A			
Queue Length 50th (ft)	0	0			0	4			
Queue Length 95th (ft)	m8	506			m0	101			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	103	4603			375	4652			
Starvation Cap Reductn	0	0			0	0			
Spillback Cap Reductn	0	0			0	0			
Storage Cap Reductn	0	0			0	0			
Reduced v/c Ratio	0.11	0.26			0.01	0.51			

Intersection Summary















Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 38 (21%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 1.9
 Intersection Capacity Utilization 48.7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.









Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R)	 Ø3
147 s	33 s
 Ø6 (R)	
147 s	

Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

FB NB weekday AM peak hour
 05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	16	1098	17	1	5	2134	71	17
Future Volume (vph)	16	1098	17	1	5	2134	71	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			0.99		1.00	0.98
Frt		0.998						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1687	4974	0	0	1805	4988	1805	1615
Flt Permitted	0.067				0.950		0.950	
Satd. Flow (perm)	119	4974	0	0	1794	4988	1802	1590
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		2						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			5		5		1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	4%	6%	0%	0%	4%	0%	0%
Adj. Flow (vph)	17	1156	18	1	5	2246	75	18
Shared Lane Traffic (%)								
Lane Group Flow (vph)	17	1174	0	0	6	2246	75	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	124.0	124.0		20.0	20.0	144.0	36.0	36.0
Total Split (%)	68.9%	68.9%		11.1%	11.1%	80.0%	20.0%	20.0%
Maximum Green (s)	117.0	117.0		15.0	15.0	137.0	29.0	29.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							2	2
Act Effct Green (s)	148.6	148.6			5.4	150.9	15.1	15.1
Actuated g/C Ratio	0.83	0.83			0.03	0.84	0.08	0.08
v/c Ratio	0.17	0.29			0.11	0.54	0.50	0.14
Control Delay	5.9	0.4			66.3	7.4	88.0	74.4
Queue Delay	0.0	0.0			0.0	0.3	0.0	0.0
Total Delay	5.9	0.4			66.3	7.7	88.0	74.4
LOS	A	A			E	A	F	E
Approach Delay		0.4				7.9	85.3	
Approach LOS		A				A	F	
Queue Length 50th (ft)	0	1			7	210	88	20
Queue Length 95th (ft)	8	6			m10	326	135	46
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	98	4107			150	4182	290	256
Starvation Cap Reductn	0	0			0	989	0	0
Spillback Cap Reductn	0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.17	0.29			0.04	0.70	0.26	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 25 (14%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 7.4
 Intersection LOS: A























Intersection Capacity Utilization 58.5% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke

 Ø1 20 s	 Ø2 (R) 124 s	 Ø3 36 s
 Ø5 (R) 144 s		

Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke













FB NB weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	32	996	99	1	20	1800	631	389	283	20	119	58
Future Volume (vph)	32	996	99	1	20	1800	631	389	283	20	119	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	115		0		140		50	40		0	130	
Storage Lanes	1		0		1		1	1		0	1	
Taper Length (ft)	140				140			50			55	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97	1.00
Ped Bike Factor	1.00	1.00			1.00			1.00				1.00
Frt		0.986					0.850		0.990			0.979
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1745	4718	0	0	1579	4821	1546	3319	1772	0	3319	1692
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1744	4718	0	0	1578	4821	1546	3307	1772	0	3319	1692
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		40				40			30			35
Link Distance (ft)		639				644			381			449
Travel Time (s)		10.9				11.0			8.7			8.7
Confl. Peds. (#/hr)	3		2		2		3	3				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	1%	0%	11%	4%	1%	2%	2%	11%	2%	7%
Parking (#/hr)										0		
Adj. Flow (vph)	33	1027	102	1	21	1856	651	401	292	21	123	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	1129	0	0	22	1856	651	401	313	0	123	70
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		24				30			22			45
Link Offset(ft)		6				-7			-8			-30
Crosswalk Width(ft)		30				16			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2		1	2	2	0	2	2		2	2
Detector Template		Thru		Left		Thru						
Leading Detector (ft)	50	100		0	50	100	0	50	36		50	36
Trailing Detector (ft)	0	0		0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6	0	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	30	94			30	94		30	30		30	30
Detector 2 Size(ft)	20	6			20	6		20	6		20	6
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	10
Future Volume (vph)	10
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	3
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Parking (#/hr)	
Adj. Flow (vph)	10
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB NB weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split	NA
Protected Phases	1	5		6	6	2	27	8	8		7	7
Permitted Phases												
Detector Phase	1	5		6	6	2	27	8	8		7	7
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0	13.0
Total Split (s)	26.0	70.0		26.0	26.0	70.0		42.0	42.0		42.0	42.0
Total Split (%)	14.4%	38.9%		14.4%	14.4%	38.9%		23.3%	23.3%		23.3%	23.3%
Maximum Green (s)	19.0	62.0		18.0	18.0	62.0		34.0	34.0		34.0	34.0
Yellow Time (s)	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	8.0			8.0	8.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0					7.0	7.0
Flash Dont Walk (s)		27.0				27.0					34.0	34.0
Pedestrian Calls (#/hr)		1				0					1	1
Act Effct Green (s)	7.9	82.7			12.9	85.7	115.7	35.8	35.8		22.0	22.0
Actuated g/C Ratio	0.04	0.46			0.07	0.48	0.64	0.20	0.20		0.12	0.12
v/c Ratio	0.43	0.52			0.19	0.81	0.66	0.61	0.89		0.30	0.34
Control Delay	69.5	34.2			79.5	45.8	25.1	70.1	95.9		71.4	73.5
Queue Delay	0.0	0.1			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	69.5	34.2			79.5	45.8	25.1	70.1	95.9		71.4	73.5
LOS	E	C			E	D	C	E	F		E	E
Approach Delay		35.2				40.8			81.4			72.1
Approach LOS		D				D			F			E
Queue Length 50th (ft)	39	484			24	738	511	218	352		69	77
Queue Length 95th (ft)	66	558			57	#914	637	290	#566		98	125
Internal Link Dist (ft)		559				564			301			369
Turn Bay Length (ft)	115				140		50	40			130	
Base Capacity (vph)	184	2166			157	2296	1097	671	358		626	319
Starvation Cap Reductn	0	160			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.18	0.56			0.14	0.81	0.59	0.60	0.87		0.20	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 14 (8%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

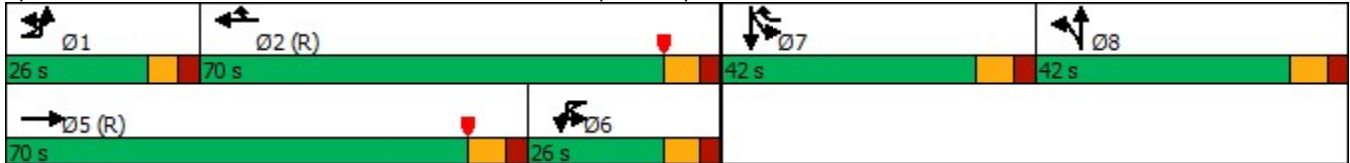
Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary



















Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 47.0
 Intersection Capacity Utilization 78.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke















Lanes, Volumes, Timings
 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

FB NB weekday AM peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	126	1	162	2	24	41	1	508	1147	6	6
Future Volume (vph)	1	126	1	162	2	24	41	1	508	1147	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	11	12	12	12
Storage Length (ft)		0		0	0		0		420		0	105
Storage Lanes		0		2	0		0		2		0	1
Taper Length (ft)		0			0				80			70
Lane Util. Factor	1.00	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	1.00
Ped Bike Factor			1.00	0.98		0.99			1.00			
Frt				0.850		0.917				0.999		
Flt Protected			0.953			0.999			0.950			0.950
Satd. Flow (prot)	0	0	1591	2389	0	1726	0	0	3352	3465	0	1805
Flt Permitted			0.678			0.991			0.269			0.240
Satd. Flow (perm)	0	0	1130	2339	0	1712	0	0	949	3465	0	456
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				165		42				1		
Link Speed (mph)			40			30				40		
Link Distance (ft)			756			287				1121		
Travel Time (s)			12.9			6.5				19.1		
Confl. Peds. (#/hr)		2					2		2			
Confl. Bikes (#/hr)				1								
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	14%	0%	19%	0%	0%	0%	0%	1%	4%	17%	0%
Adj. Flow (vph)	1	129	1	165	2	24	42	1	518	1170	6	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	131	165	0	68	0	0	519	1176	0	6
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left
Median Width(ft)			12			0				36		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			24			16				28		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	15
Number of Detectors	1	1	1	1	1	2		1	1	2		1
Detector Template	Left	Left			Left			Left		Thru		
Leading Detector (ft)	0	20	30	25	20	22		20	25	100		25
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Size(ft)	20	20	30	25	20	6		20	25	6		25
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						12				94		
Detector 2 Size(ft)						10				6		
Detector 2 Type						Cl+Ex				Cl+Ex		

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	444	176
Future Volume (vph)	444	176
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Frt	0.957	
Flt Protected		
Satd. Flow (prot)	3178	0
Flt Permitted		
Satd. Flow (perm)	3178	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	68	
Link Speed (mph)	40	
Link Distance (ft)	822	
Travel Time (s)	14.0	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	10%	4%
Adj. Flow (vph)	453	180
Shared Lane Traffic (%)		
Lane Group Flow (vph)	633	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	32	
Link Offset(ft)	0	
Crosswalk Width(ft)	40	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm
Protected Phases			4			8		5	5	2		
Permitted Phases	4	4		4 5	8			2	2			6
Detector Phase	4	4	4	4 5	8	8		5	5	2		6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0
Minimum Split (s)	12.0	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0
Total Split (s)	31.0	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0
Total Split (%)	34.4%	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%
Maximum Green (s)	25.0	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0
Lost Time Adjust (s)			0.0			0.0			0.0	0.0		0.0
Total Lost Time (s)			6.0			6.0			5.0	6.0		6.0
Lead/Lag								Lead	Lead			Lag
Lead-Lag Optimize?								Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2
Recall Mode	None	None	None		None	None		None	None	Min		Min
Walk Time (s)	8.0	8.0	8.0		8.0	8.0						
Flash Dont Walk (s)	22.0	22.0	22.0		22.0	22.0						
Pedestrian Calls (#/hr)	1	1	1		0	0						
Act Effct Green (s)			14.0	33.0		14.0			41.3	40.3		21.3
Actuated g/C Ratio			0.21	0.49		0.21			0.62	0.60		0.32
v/c Ratio			0.56	0.13		0.17			0.48	0.56		0.04
Control Delay			33.2	1.7		12.2			8.3	10.3		22.5
Queue Delay			0.0	0.0		0.0			0.0	0.0		0.0
Total Delay			33.2	1.7		12.2			8.3	10.3		22.5
LOS			C	A		B			A	B		C
Approach Delay			15.6			12.2				9.7		
Approach LOS			B			B				A		
Queue Length 50th (ft)			45	0		8			37	118		2
Queue Length 95th (ft)			107	13		39			106	300		13
Internal Link Dist (ft)			676			207				1041		
Turn Bay Length (ft)									420			105
Base Capacity (vph)			450	1464		708			1333	2848		198
Starvation Cap Reductn			0	0		0			0	0		0
Spillback Cap Reductn			0	0		0			0	0		0
Storage Cap Reductn			0	0		0			0	0		0
Reduced v/c Ratio			0.29	0.11		0.10			0.39	0.41		0.03

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 66.7
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.60

Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	34.0	
Total Split (%)	37.8%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	21.3	
Actuated g/C Ratio	0.32	
v/c Ratio	0.60	
Control Delay	21.7	
Queue Delay	0.0	
Total Delay	21.7	
LOS	C	
Approach Delay	21.7	
Approach LOS	C	
Queue Length 50th (ft)	92	
Queue Length 95th (ft)	217	
Internal Link Dist (ft)	742	
Turn Bay Length (ft)		
Base Capacity (vph)	1418	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.45	
Intersection Summary		

Intersection Signal Delay: 13.3
 Intersection Capacity Utilization 77.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB NB weekday AM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	30	1458	102	5	223	1224	132	81	54	98	22
Future Volume (vph)	2	30	1458	102	5	223	1224	132	81	54	98	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.99		0.99	0.98	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.971		0.950
Satd. Flow (prot)	0	1540	4893	1422	0	1805	4759	1492	0	1586	1478	1532
Flt Permitted		0.950				0.950				0.778		0.558
Satd. Flow (perm)	0	1538	4893	1387	0	1803	4759	1471	0	1260	1453	896
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		3		4		4		3	16		5	5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	10%	6%	6%	0%	0%	9%	1%	9%	8%	2%	10%
Adj. Flow (vph)	2	33	1620	113	6	248	1360	147	90	60	109	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	1620	113	0	254	1360	147	0	150	109	24
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	59	14
Future Volume (vph)	59	14
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.97
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1689	1396
Flt Permitted		
Satd. Flow (perm)	1689	1357
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		16
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	5%	8%
Adj. Flow (vph)	66	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	66	16
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB NB weekday AM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									1	1	1	1
Act Effct Green (s)		8.9	85.1	85.1		26.4	105.2	105.2		26.5	26.5	26.5
Actuated g/C Ratio		0.06	0.53	0.53		0.16	0.66	0.66		0.17	0.17	0.17
v/c Ratio		0.41	0.62	0.15		0.85	0.43	0.15		0.72	0.45	0.16
Control Delay		90.7	18.1	16.0		95.3	4.6	4.7		80.6	63.8	54.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		90.7	18.1	16.0		95.3	4.6	4.7		80.6	63.8	54.7
LOS		F	B	B		F	A	A		F	E	D
Approach Delay			19.4				17.7			73.5		
Approach LOS			B				B			E		
Queue Length 50th (ft)		39	187	35		280	76	22		153	106	22
Queue Length 95th (ft)		m59	346	m66		m#381	91	m31		205	148	46
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		240	2602	737		307	3129	967		346	399	246
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.15	0.62	0.15		0.83	0.43	0.15		0.43	0.27	0.10

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated







Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	26.5	26.5
Actuated g/C Ratio	0.17	0.17
v/c Ratio	0.24	0.07
Control Delay	56.6	51.4
Queue Delay	0.0	0.0
Total Delay	56.6	51.4
LOS	E	D
Approach Delay	55.4	
Approach LOS	E	
Queue Length 50th (ft)	62	15
Queue Length 95th (ft)	95	33
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	464	373
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.04
Intersection Summary		

Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 23.2
 Intersection Capacity Utilization 99.9%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service F

- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke

 Ø1 31 s	 Ø2 (R) 77 s	 Ø4 52 s
 Ø5 31 s	 Ø6 (R) 77 s	 Ø8 52 s

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke













FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	249	1407	21	30	36	922	332	3	16	4	150	18
Future Volume (vph)	249	1407	21	30	36	922	332	3	16	4	150	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0	125	
Storage Lanes	2		1		1		1	0		0	1	
Taper Length (ft)	135				85			0			65	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95
Frt			0.850				0.850		0.977			0.887
Flt Protected	0.950				0.950				0.994		0.950	
Satd. Flow (prot)	3019	3406	1615	0	1805	3312	1524	0	1845	0	3099	1261
Flt Permitted	0.950				0.950				0.939		0.950	
Satd. Flow (perm)	3019	3406	1615	0	1805	3312	1524	0	1743	0	3099	1261
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							342					
Link Speed (mph)		40				40			30			40
Link Distance (ft)		498				580			260			400
Travel Time (s)		8.5				9.9			5.9			6.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	16%	6%	0%	0%	0%	9%	6%	0%	0%	0%	13%	6%
Adj. Flow (vph)	257	1451	22	31	37	951	342	3	16	4	155	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	1451	22	0	68	951	342	0	23	0	155	76
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		44				56			0			40
Link Offset(ft)		11				0			-5			-15
Crosswalk Width(ft)		48				30			30			30
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2
Detector Template		Thru	Right	Left		Thru	Right	Left				
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35		35	35
Detector 2 Size(ft)	20	6			20	6			20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4

Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	126	
Future Volume (vph)	126	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1145	
Flt Permitted		
Satd. Flow (perm)	1145	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	
Heavy Vehicles (%)	34%	
Adj. Flow (vph)	130	
Shared Lane Traffic (%)	44%	
Lane Group Flow (vph)	73	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	Perm	
Protected Phases		2

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke







FB NB weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)	21.1	103.3	103.3		11.8	94.0	116.0		6.7		15.0	15.0
Actuated g/C Ratio	0.13	0.65	0.65		0.07	0.59	0.72		0.04		0.09	0.09
v/c Ratio	0.65	0.66	0.02		0.52	0.49	0.29		0.32		0.53	0.64
Control Delay	74.0	21.8	14.4		57.2	7.6	1.4		85.0		74.8	92.6
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	74.0	21.8	14.4		57.2	7.6	1.4		85.0		74.8	92.6
LOS	E	C	B		E	A	A		F		E	F
Approach Delay		29.5				8.5			85.0			85.0
Approach LOS		C				A			F			F
Queue Length 50th (ft)	134	518	9		73	118	6		24		81	82
Queue Length 95th (ft)	182	714	25		128	138	34		56		114	138
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	398	2199	1042		146	1970	1327		152		658	267
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0	0	0		0		0	0
Reduced v/c Ratio	0.65	0.66	0.02		0.47	0.48	0.26		0.15		0.24	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 26.4
 Intersection Capacity Utilization 71.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke













 Ø1	 Ø2 (R)	 Ø3	 Ø4	 Ø7
20 s	58 s	20 s	41 s	21 s
 Ø5 (R)				
78 s				

Lane Group	SBR	Ø2
Permitted Phases	4	
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	58.0
Total Split (%)	25.6%	36%
Maximum Green (s)	34.0	51.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	15.0	
Actuated g/C Ratio	0.09	
v/c Ratio	0.68	
Control Delay	98.8	
Queue Delay	0.0	
Total Delay	98.8	
LOS	F	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	80	
Queue Length 95th (ft)	135	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	243	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.30	
Intersection Summary		

Lanes, Volumes, Timings
19: Merrick Ave & Front St

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	317	227	109	228	164	211	1244	100	83	362	178
Future Volume (vph)	177	317	227	109	228	164	211	1244	100	83	362	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00	0.99		0.99	1.00				0.98
Frt			0.850		0.937			0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1604	1642	1409	1589	3004	0	1636	3297	0	1694	3167	1394
Flt Permitted	0.343			0.283			0.490			0.065		
Satd. Flow (perm)	579	1642	1390	473	3004	0	839	3297	0	116	3167	1364
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		101							
Link Speed (mph)		40			40			40				40
Link Distance (ft)		552			635			457				1121
Travel Time (s)		9.4			10.8			7.8				19.1
Confl. Peds. (#/hr)	1		1	1		1	5		3	3		5
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	8%	7%	6%	7%	1%	3%	4%	10%	3%	14%	12%
Parking (#/hr)									0			
Adj. Flow (vph)	182	327	234	112	235	169	218	1282	103	86	373	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	327	234	112	404	0	218	1385	0	86	373	184
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6









												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	12.0		5.0	12.0	12.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	20.0		10.0	20.0	20.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		2	2		1			0			0	0
Act Effct Green (s)	51.2	33.6	33.6	45.3	30.7		86.7	70.2		80.9	67.3	67.3
Actuated g/C Ratio	0.34	0.22	0.22	0.30	0.20		0.57	0.46		0.53	0.44	0.44
v/c Ratio	0.62	0.90	0.61	0.50	0.59		0.40	0.91		0.50	0.27	0.31
Control Delay	47.0	86.0	38.0	42.9	44.8		18.2	48.7		31.4	28.4	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	47.0	86.0	38.0	42.9	44.8		18.2	48.7		31.4	28.4	30.4
LOS	D	F	D	D	D		B	D		C	C	C
Approach Delay		61.3			44.4			44.5			29.4	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	132	318	120	77	146		103	673		37	125	120
Queue Length 95th (ft)	207	#535	232	133	212		160	#922		88	175	194
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	304	379	397	272	771		567	1522		232	1462	629
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.60	0.86	0.59	0.41	0.52		0.38	0.91		0.37	0.26	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 152.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 45.3
 Intersection Capacity Utilization 86.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 19: Merrick Ave & Front St

 Ø1	 Ø2	 Ø3	 Ø4
21 s	43 s	21 s	78 s
 Ø5	 Ø6	 Ø7	 Ø8
21 s	43 s	21 s	78 s

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	407	86	157	486	63	122	445	157	38	283	43
Future Volume (vph)	121	407	86	157	486	63	122	445	157	38	283	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97		1.00			0.99		1.00	1.00	
Frt			0.850		0.983			0.961			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1759	1482	1656	1752	0	1770	1726	0	1752	1698	0
Flt Permitted	0.396			0.244			0.277			0.266		
Satd. Flow (perm)	727	1759	1439	425	1752	0	516	1726	0	489	1698	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								15			5	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	4		3	3		4	6		5	5		6
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	8%	9%	9%	7%	0%	2%	4%	7%	3%	9%	10%
Parking (#/hr)						0						
Adj. Flow (vph)	125	420	89	162	501	65	126	459	162	39	292	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	420	89	162	566	0	126	621	0	39	336	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

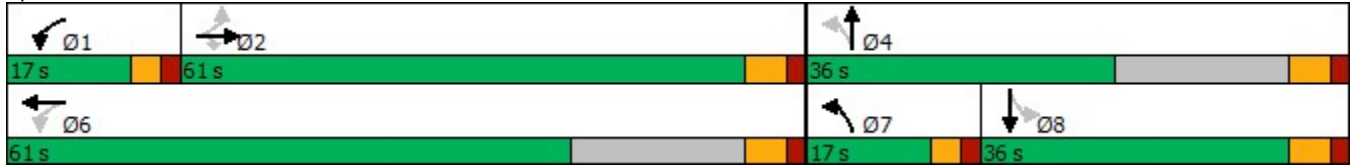
Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4				8
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		18.0	18.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	2	2	2		2			1		1	1	
Act Effct Green (s)	31.0	31.0	31.0	46.3	45.2		41.0	40.0		25.3	25.3	
Actuated g/C Ratio	0.32	0.32	0.32	0.47	0.46		0.42	0.41		0.26	0.26	
v/c Ratio	0.54	0.75	0.20	0.52	0.70		0.37	0.87		0.31	0.76	
Control Delay	38.5	39.8	26.4	21.3	26.2		23.7	42.0		42.0	47.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.5	39.8	26.4	21.3	26.2		23.7	42.0		42.0	47.6	
LOS	D	D	C	C	C		C	D		D	D	
Approach Delay		37.7			25.2			38.9			47.1	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	64	235	40	57	272		48	339		20	191	
Queue Length 95th (ft)	137	381	85	106	430		110	#696		63	#394	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	426	1032	844	358	1335		377	872		156	546	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.29	0.41	0.11	0.45	0.42		0.33	0.71		0.25	0.62	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 97.7
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87

Intersection Signal Delay: 35.8
 Intersection Capacity Utilization 100.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: Uniondale Ave & Front St















Lanes, Volumes, Timings
21: California Ave & Front St

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	548	15	4	541	133	28	143	13	38	29	21
Future Volume (vph)	145	548	15	4	541	133	28	143	13	38	29	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.98	
Frt		0.996			0.970			0.990			0.968	
Flt Protected	0.950			0.950				0.993			0.979	
Satd. Flow (prot)	1668	1623	0	1348	1618	0	0	1931	0	0	1825	0
Flt Permitted	0.297			0.375				0.938			0.802	
Satd. Flow (perm)	521	1623	0	531	1618	0	0	1820	0	0	1481	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	4		6	6		4	7		14	14		7
Confl. Bikes (#/hr)												3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	9%	0%	25%	7%	1%	0%	2%	17%	11%	11%	10%
Parking (#/hr)						0						
Adj. Flow (vph)	151	571	16	4	564	139	29	149	14	40	30	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	587	0	4	703	0	0	192	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
 21: California Ave & Front St

FB NB weekday AM peak hour
 05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		15.5	15.5		15.5	15.5	
Total Split (s)	61.0	61.0		61.0	61.0		28.5	28.5		28.5	28.5	
Total Split (%)	68.2%	68.2%		68.2%	68.2%		31.8%	31.8%		31.8%	31.8%	
Maximum Green (s)	55.0	55.0		55.0	55.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)							2	2		1	1	
Act Effct Green (s)	38.4	38.4		38.4	38.4			13.1			13.1	
Actuated g/C Ratio	0.60	0.60		0.60	0.60			0.21			0.21	
v/c Ratio	0.48	0.60		0.01	0.72			0.51			0.30	
Control Delay	13.4	10.9		5.5	14.0			29.6			26.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	13.4	10.9		5.5	14.0			29.6			26.8	
LOS	B	B		A	B			C			C	
Approach Delay		11.4			13.9			29.6			26.8	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	26	112		1	151			60			27	
Queue Length 95th (ft)	85	247		4	337			155			83	
Internal Link Dist (ft)		178			181			328			459	
Turn Bay Length (ft)	45			50								
Base Capacity (vph)	455	1418		464	1413			685			558	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.33	0.41		0.01	0.50			0.28			0.16	

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 63.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 15.3

Intersection Capacity Utilization 88.7%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service E

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

FB NB weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	63	635	0	542	730	32	2	33	345	0	23	340
Future Volume (vph)	63	635	0	542	730	32	2	33	345	0	23	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.98			1.00	1.00			0.99				1.00
Frt					0.994							0.979
Flt Protected	0.950			0.950				0.950				0.997
Satd. Flow (prot)	1671	3374	0	1570	3246	0	0	1755	1827	0	0	3313
Flt Permitted	0.346			0.153				0.362				0.765
Satd. Flow (perm)	598	3374	0	252	3246	0	0	665	1827	0	0	2542
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	35		3	3		35		9				
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	7%	0%	15%	10%	16%	0%	3%	4%	0%	14%	5%
Adj. Flow (vph)	67	676	0	577	777	34	2	35	367	0	24	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	676	0	577	811	0	0	37	367	0	0	449
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		20	20	30		20	6
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	59
Future Volume (vph)	59
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	9
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	9%
Adj. Flow (vph)	63
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		14.0	14.0	14.0		14.0	14.0
Total Split (s)	31.0	50.0		31.0	50.0		39.0	39.0	39.0		39.0	39.0
Total Split (%)	25.8%	41.7%		25.8%	41.7%		32.5%	32.5%	32.5%		32.5%	32.5%
Maximum Green (s)	26.0	44.0		26.0	44.0		33.0	33.0	33.0		33.0	33.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		3					1	1	1			
Act Effct Green (s)	51.6	29.7		78.9	53.0			29.1	29.1			29.1
Actuated g/C Ratio	0.43	0.25		0.66	0.44			0.24	0.24			0.24
v/c Ratio	0.15	0.81		0.89	0.57			0.23	0.83			0.73
Control Delay	10.3	59.1		44.7	29.1			30.1	49.9			48.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	8.4			0.0
Total Delay	10.3	59.1		44.7	29.1			30.1	58.3			48.6
LOS	B	E		D	C			C	E			D
Approach Delay		54.7			35.6				55.7			48.6
Approach LOS		D			D				E			D
Queue Length 50th (ft)	14	286		337	245			17	268			167
Queue Length 95th (ft)	m60	340		#737	360			26	260			214
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	516	1237		651	1452			185	511			712
Starvation Cap Reductn	0	0		0	0			0	109			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.13	0.55		0.89	0.56			0.20	0.91			0.63

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 31 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 45.0 Intersection LOS: D
 Intersection Capacity Utilization 94.9% ICU Level of Service F
 Analysis Period (min) 15













- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave

Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	614	19	103	603	105	109	868	82	110	527	67
Future Volume (vph)	114	614	19	103	603	105	109	868	82	110	527	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99		0.99	1.00			0.99	
Frt		0.995			0.978			0.987			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1612	3369	0	1736	3228	0	1719	3444	0	1641	3322	0
Flt Permitted	0.142			0.213			0.301			0.108		
Satd. Flow (perm)	238	3369	0	386	3228	0	538	3444	0	187	3322	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			17			8			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	37		20	20		37	30		15	15		30
Confl. Bikes (#/hr)			1						2			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	12%	6%	22%	4%	9%	5%	5%	3%	5%	10%	6%	8%
Parking (#/hr)						0						
Adj. Flow (vph)	124	667	21	112	655	114	118	943	89	120	573	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	688	0	112	769	0	118	1032	0	120	646	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

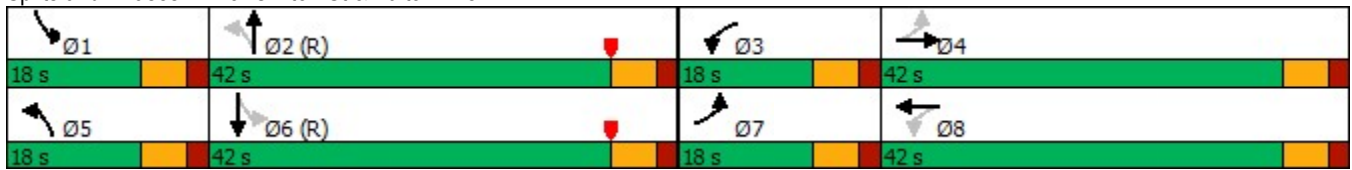
Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	18.0	42.0		18.0	42.0		18.0	42.0		18.0	42.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	12.0	36.0		12.0	36.0		12.0	36.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		10			5			7			12	
Act Effct Green (s)	43.8	33.6		41.9	32.6		53.0	44.0		53.4	44.2	
Actuated g/C Ratio	0.36	0.28		0.35	0.27		0.44	0.37		0.44	0.37	
v/c Ratio	0.61	0.73		0.47	0.86		0.36	0.82		0.62	0.53	
Control Delay	35.2	43.6		19.8	38.9		21.6	41.9		34.8	32.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.2	43.6		19.8	38.9		21.6	41.9		34.8	32.6	
LOS	D	D		B	D		C	D		C	C	
Approach Delay		42.3			36.5			39.8			33.0	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	59	247		63	307		50	384		51	206	
Queue Length 95th (ft)	96	313		m39	390		91	#567		106	289	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	227	1022		278	980		369	1266		232	1230	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.55	0.67		0.40	0.78		0.32	0.82		0.52	0.53	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 38.1
 Intersection Capacity Utilization 81.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 23: Clinton St & Fulton Ave



Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	588	151	39	494	45	103	990	35	87	575	130
Future Volume (vph)	139	588	151	39	494	45	103	990	35	87	575	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98		0.96		0.99		0.99	1.00		0.98	0.99	
Frt			0.850		0.988			0.995			0.972	
Flt Protected	0.950				0.997		0.950			0.950		
Satd. Flow (prot)	1421	3282	1455	0	3080	0	1562	3330	0	1547	3041	0
Flt Permitted	0.234				0.861		0.232			0.219		
Satd. Flow (perm)	343	3282	1397	0	2658	0	379	3330	0	351	3041	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	36		23	23		36	25		59	59		25
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	27%	10%	11%	8%	11%	15%	4%	4%	3%	5%	7%	27%
Parking (#/hr)						0						
Adj. Flow (vph)	145	613	157	41	515	47	107	1031	36	91	599	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	613	157	0	603	0	107	1067	0	91	734	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		8	8		20			8		12		12
Act Effct Green (s)	37.8	35.8	35.8		23.4		44.2	42.2		33.2		33.2
Actuated g/C Ratio	0.42	0.40	0.40		0.26		0.49	0.47		0.37		0.37
v/c Ratio	0.59	0.47	0.28		0.88		0.39	0.68		0.71		0.65
Control Delay	28.2	21.4	19.8		47.3		17.5	21.8		59.7		28.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	28.2	21.4	19.8		47.3		17.5	21.8		59.7		28.5
LOS	C	C	B		D		B	C		E		C
Approach Delay		22.2			47.3			21.4				31.9
Approach LOS		C			D			C				C
Queue Length 50th (ft)	44	112	50		159		38	281		52		214
Queue Length 95th (ft)	#100	184	108		#272		60	306		#132		253
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	249	1304	555		712		291	1635		135		1173
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	0.58	0.47	0.28		0.85		0.37	0.65		0.67		0.63

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 12 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 28.5

Intersection LOS: C

Intersection Capacity Utilization 96.3%

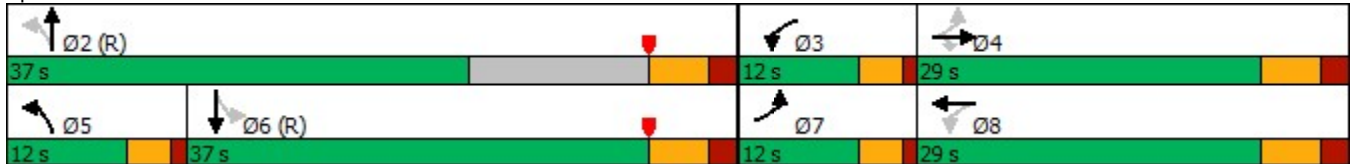
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.




















Queue shown is maximum after two cycles.

Splits and Phases: 24: N Franklin St & Fulton Ave















Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave

FB NB weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	634	30	5	321	512	293	0	775	309	145	537
Future Volume (vph)	0	634	30	5	321	512	293	0	775	309	145	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.98		0.99			1.00
Frt		0.993					0.850		0.957			0.992
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3430	0	0	1728	3505	1794	0	3118	0	1593	3033
Flt Permitted					0.950						0.125	
Satd. Flow (perm)	0	3430	0	0	1727	3505	1764	0	3118	0	210	3033
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		5					30		67			8
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	4		1		1		4	20		6	6	
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	2%	0%	4%	0%	2%	6%
Adj. Flow (vph)	0	697	33	5	353	563	322	0	852	340	159	590
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	730	0	0	358	563	322	0	1192	0	159	623
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	20
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	7%
Adj. Flow (vph)	33
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		7				2			0			1
Act Effct Green (s)		22.8			9.6	37.9	47.0		26.5		41.1	41.1
Actuated g/C Ratio		0.25			0.11	0.42	0.52		0.29		0.46	0.46
v/c Ratio		0.84			1.95	0.38	0.34		1.24		0.68	0.45
Control Delay		41.4			469.8	19.2	10.0		143.6		44.6	17.5
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		41.4			469.8	19.2	10.0		143.6		44.6	17.5
LOS		D			F	B	B		F		D	B
Approach Delay		41.4				146.6			143.6			23.0
Approach LOS		D				F			F			C
Queue Length 50th (ft)		202			~342	115	76		~433		51	118
Queue Length 95th (ft)		#277			#512	160	124		#565		#104	161
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		902			184	1476	966		965		260	1436
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		0.81			1.95	0.38	0.33		1.24		0.61	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 53 (59%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

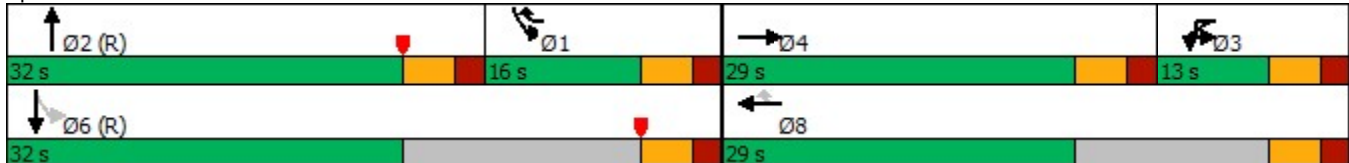
Intersection Summary

Maximum v/c Ratio: 1.95
 Intersection Signal Delay: 101.8
 Intersection Capacity Utilization 94.4%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service F

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

Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

FB NB weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	888	220	240	893	253	311	543	128	105	335	48
Future Volume (vph)	138	888	220	240	893	253	311	543	128	105	335	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.98			0.96	0.99	0.99		0.99	1.00	
Frt			0.850			0.850		0.971			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1586	3292	1446	1532	3355	1473	1616	3190	0	1532	3209	0
Flt Permitted	0.224			0.095			0.279			0.200		
Satd. Flow (perm)	374	3292	1415	153	3355	1416	472	3190	0	320	3209	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								18			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	12		4	4		12	7		23	23		7
Confl. Bikes (#/hr)									3			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	6%	8%	10%	4%	6%	8%	6%	2%	10%	7%	2%
Parking (#/hr)												0
Adj. Flow (vph)	145	935	232	253	940	266	327	572	135	111	353	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	935	232	253	940	266	327	707	0	111	404	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	26.0	56.0	26.0	26.0	56.0	26.0	26.0	52.0		26.0	52.0	
Total Split (%)	16.3%	35.0%	16.3%	16.3%	35.0%	16.3%	16.3%	32.5%		16.3%	32.5%	
Maximum Green (s)	20.0	50.0	20.0	20.0	50.0	20.0	20.0	46.0		20.0	46.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		2			8			1			4	
Act Effct Green (s)	66.7	52.6	75.2	86.6	67.7	80.6	59.2	41.3		44.4	31.6	
Actuated g/C Ratio	0.42	0.33	0.47	0.54	0.42	0.50	0.37	0.26		0.28	0.20	
v/c Ratio	0.55	0.86	0.35	0.76	0.66	0.37	0.97	0.84		0.60	0.63	
Control Delay	29.9	60.1	26.2	52.6	41.9	24.7	83.9	64.7		46.5	60.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	29.9	60.1	26.2	52.6	41.9	24.7	83.9	64.7		46.5	60.6	
LOS	C	E	C	D	D	C	F	E		D	E	
Approach Delay		50.8			40.6			70.8			57.6	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	73	493	145	186	410	151	269	365		78	200	
Queue Length 95th (ft)	134	#618	219	#421	#600	260	#382	419		112	232	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	322	1083	669	334	1420	783	336	937		254	929	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.45	0.86	0.35	0.76	0.66	0.34	0.97	0.75		0.44	0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 149 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 52.9
 Intersection Capacity Utilization 89.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	56 s	26 s	52 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
26 s	56 s	26 s	52 s

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

FB NB weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1281	34	217	1890	348	40	374	386	245	496	189
Future Volume (vph)	155	1281	34	217	1890	348	40	374	386	245	496	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235	300		0
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	85			110			130			75		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00		0.98	1.00		0.98	0.99		0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	5036	1482	3400	6346	1455	1597	3282	1583	3127	3195	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3366	5036	1463	3399	6346	1429	1596	3282	1549	3109	3195	1532
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30				30
Link Distance (ft)		566			700			662				581
Travel Time (s)		12.9			11.9			15.0				13.2
Confl. Peds. (#/hr)	4		1	1		4	1		8	8		1
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	3%	9%	3%	3%	11%	13%	10%	2%	12%	13%	4%
Adj. Flow (vph)	161	1334	35	226	1969	363	42	390	402	255	517	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	1334	35	226	1969	363	42	390	402	255	517	197
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	custom
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			Free			6 7			8			4 5
Detector Phase	5	2		1	6	6 7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		11.0	16.0	9.0	9.0	16.0	
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0	
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%	
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	7.0			7.0			7.0			7.0	
Flash Dont Walk (s)	7.0	28.0			28.0			33.0			33.0	
Pedestrian Calls (#/hr)	0	0			3			0			1	
Act Effct Green (s)	12.0	78.5	160.0	15.7	82.2	105.6	8.6	25.4	40.1	17.4	35.4	53.4
Actuated g/C Ratio	0.08	0.49	1.00	0.10	0.51	0.66	0.05	0.16	0.25	0.11	0.22	0.33
v/c Ratio	0.64	0.54	0.02	0.68	0.60	0.38	0.49	0.75	0.81	0.75	0.73	0.39
Control Delay	83.2	30.9	0.0	100.4	16.7	5.1	91.8	73.2	44.9	82.8	64.5	42.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	30.9	0.0	100.4	16.7	5.1	91.8	73.2	44.9	82.8	64.5	42.4
LOS	F	C	A	F	B	A	F	E	D	F	E	D
Approach Delay		35.7			22.5			60.5			64.9	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	86	350	0	128	156	44	44	207	251	135	272	161
Queue Length 95th (ft)	124	472	0	176	197	42	87	256	348	180	321	213
Internal Link Dist (ft)		486			620			582			501	
Turn Bay Length (ft)	375		245	250			95		235	300		
Base Capacity (vph)	441	2470	1463	334	3258	1046	159	861	499	566	1078	597
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.54	0.02	0.68	0.60	0.35	0.26	0.45	0.81	0.45	0.48	0.33

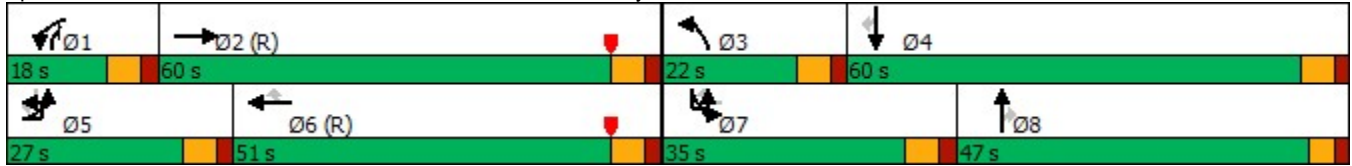
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 100 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81

Intersection Signal Delay: 38.3
 Intersection Capacity Utilization 77.2%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D













Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	462	107	170	1095	105	136	127	75	81	178	36
Future Volume (vph)	32	462	107	170	1095	105	136	127	75	81	178	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			0.99	1.00			1.00		0.98		1.00	
Frt			0.850		0.987				0.850		0.982	
Flt Protected	0.950			0.950			0.950				0.986	
Satd. Flow (prot)	1805	4893	1442	1687	4884	0	3433	1863	1468	0	3446	0
Flt Permitted	0.190			0.429			0.950				0.986	
Satd. Flow (perm)	361	4893	1422	761	4884	0	3423	1863	1444	0	3442	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			110		11				77			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		634			835			397			261	
Travel Time (s)		10.8			14.2			9.0			5.9	
Confl. Peds. (#/hr)			1	1			3		3	3		3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	6%	12%	7%	5%	3%	2%	2%	10%	0%	2%	0%
Adj. Flow (vph)	33	476	110	175	1129	108	140	131	77	84	184	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	476	110	175	1237	0	140	131	77	0	305	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			0	
Link Offset(ft)		0			0			0			-50	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

FB NB weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0			6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		1	1				0	0				
Act Effct Green (s)	92.6	85.9	85.9	103.7	93.9		17.5	17.5	29.8			20.3
Actuated g/C Ratio	0.58	0.54	0.54	0.65	0.59		0.11	0.11	0.19			0.13
v/c Ratio	0.12	0.18	0.14	0.31	0.43		0.37	0.64	0.23			0.70
Control Delay	13.6	20.7	4.4	18.7	24.0		67.9	82.1	10.0			75.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0
Total Delay	13.6	20.7	4.4	18.7	24.0		67.9	82.1	10.0			75.6
LOS	B	C	A	B	C		E	F	A			E
Approach Delay		17.5			23.3			60.4				75.6
Approach LOS		B			C			E				E
Queue Length 50th (ft)	12	90	0	75	243		71	134	0			163
Queue Length 95th (ft)	31	140	38	m154	329		104	201	42			211
Internal Link Dist (ft)		554			755			317				181
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	414	2627	814	611	2869		836	454	400			463
Starvation Cap Reductn	0	0	0	0	0		0	0	0			0
Spillback Cap Reductn	0	0	0	0	0		0	0	0			0
Storage Cap Reductn	0	0	0	0	0		0	0	0			0
Reduced v/c Ratio	0.08	0.18	0.14	0.29	0.43		0.17	0.29	0.19			0.66

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 21 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 32.7
 Intersection LOS: C






Intersection Capacity Utilization 70.4%

ICU Level of Service C

Analysis Period (min) 15

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













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

FB NB weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	493	81	555	1135	40	125	384	606	67	402	108
Future Volume (vph)	73	493	81	555	1135	40	125	384	606	67	402	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00			0.99	0.99	0.99	1.00		0.97
Frt		0.979			0.995			0.935	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4717	0	3242	3423	0	1597	3014	1386	1626	3312	1442
Flt Permitted	0.950			0.950			0.303			0.120		
Satd. Flow (perm)	1736	4717	0	3235	3423	0	505	3014	1367	205	3312	1397
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					2			117	237			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)			2	2			14		3	3		14
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	7%	10%	8%	5%	3%	13%	7%	6%	11%	9%	12%
Adj. Flow (vph)	74	503	83	566	1158	41	128	392	618	68	410	110
Shared Lane Traffic (%)									49%			
Lane Group Flow (vph)	74	586	0	566	1199	0	128	695	315	68	410	110
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	33.0	57.0		33.0	57.0		22.0	48.0	33.0	22.0	48.0	33.0
Total Split (%)	20.6%	35.6%		20.6%	35.6%		13.8%	30.0%	20.6%	13.8%	30.0%	20.6%
Maximum Green (s)	27.0	51.0		27.0	51.0		16.0	42.0	27.0	16.0	42.0	27.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		5			1						0	
Act Effct Green (s)	11.2	56.0		33.3	78.1		50.6	37.2	70.5	42.8	33.3	44.6
Actuated g/C Ratio	0.07	0.35		0.21	0.49		0.32	0.23	0.44	0.27	0.21	0.28
v/c Ratio	0.61	0.36		0.84	0.72		0.51	0.88	0.43	0.49	0.59	0.28
Control Delay	123.4	32.5		72.4	37.3		44.7	61.8	8.1	47.6	60.2	40.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.4	32.5		72.4	37.3		44.7	61.8	8.1	47.6	60.2	40.5
LOS	F	C		E	D		D	E	A	D	E	D
Approach Delay		42.7			48.5			45.0			55.1	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	83	181		290	515		97	329	47	50	206	86
Queue Length 95th (ft)	m137	228		#450	723		138	391	125	80	247	123
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	292	1650		674	1670		272	888	738	205	869	534
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.36		0.84	0.72		0.47	0.78	0.43	0.33	0.47	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 9 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88

Intersection Signal Delay: 47.6
 Intersection Capacity Utilization 86.7%
 Analysis Period (min) 15













Intersection LOS: D
 ICU Level of Service E

- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
33 s	57 s	22 s	48 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
33 s	57 s	22 s	48 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	486	136	156	20	699	124	232	576	4	91	518	373
Future Volume (vph)	486	136	156	20	699	124	232	576	4	91	518	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor			0.99	1.00				1.00		1.00		
Frt			0.850		0.977			0.999			0.976	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3539	1482	1805	3482	0	1612	3194	0	1694	3022	1353
Flt Permitted	0.950			0.950			0.168			0.338		
Satd. Flow (perm)	3335	3539	1461	1802	3482	0	285	3194	0	601	3022	1353
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			159									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)			1	1					5	5		
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	2%	9%	0%	1%	3%	12%	13%	0%	3%	13%	5%
Adj. Flow (vph)	496	139	159	20	713	127	237	588	4	93	529	381
Shared Lane Traffic (%)												27%
Lane Group Flow (vph)	496	139	159	20	840	0	237	592	0	93	632	278
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											









Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	23.2	55.1	70.9	6.0	33.5		52.9	38.5		42.5	32.6	61.9
Actuated g/C Ratio	0.18	0.44	0.56	0.05	0.27		0.42	0.30		0.34	0.26	0.49
v/c Ratio	0.81	0.09	0.18	0.23	0.91		0.87	0.61		0.33	0.81	0.42
Control Delay	61.7	23.7	2.8	68.2	60.4		56.6	41.3		26.9	53.5	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	61.7	23.7	2.8	68.2	60.4		56.6	41.3		26.9	53.5	22.9
LOS	E	C	A	E	E		E	D		C	D	C
Approach Delay		43.2			60.6			45.7			42.5	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	208	37	0	17	366		136	227		48	279	160
Queue Length 95th (ft)	286	65	34	46	#523		#281	301		85	356	238
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	694	1543	896	303	976		278	1047		363	967	695
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.71	0.09	0.18	0.07	0.86		0.85	0.57		0.26	0.65	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 126.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91

Intersection Signal Delay: 47.9
 Intersection Capacity Utilization 86.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd

 Ø1	 Ø2	 Ø3	 Ø4
20 s	46 s	26 s	41 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	46 s	31 s	41 s













Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB NB weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	449	77	103	930	112	34	54	53	266	409	1295
Future Volume (vph)	218	449	77	103	930	112	34	54	53	266	409	1295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor									0.99	1.00	1.00	
Frt		0.978			0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.995	
Satd. Flow (prot)	1597	6112	0	1752	4870	0	1570	1792	1615	1480	3372	2760
Flt Permitted	0.140			0.420			0.950			0.950	0.995	
Satd. Flow (perm)	235	6112	0	775	4870	0	1570	1792	1593	1478	3372	2760
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			15				70			692
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	4%	8%	3%	2%	28%	15%	6%	0%	11%	1%	3%
Adj. Flow (vph)	229	473	81	108	979	118	36	57	56	280	431	1363
Shared Lane Traffic (%)										18%		
Lane Group Flow (vph)	229	554	0	108	1097	0	36	57	56	230	481	1363
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB NB weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	84.7	70.2		61.9	53.4		11.0	11.0	17.9	29.1	29.1	60.4
Actuated g/C Ratio	0.60	0.50		0.44	0.38		0.08	0.08	0.13	0.21	0.21	0.43
v/c Ratio	0.59	0.18		0.27	0.59		0.29	0.41	0.21	0.75	0.69	0.86
Control Delay	25.8	20.7		18.8	39.0		66.0	69.3	5.3	66.5	55.9	22.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	20.7		18.8	39.0		66.0	69.3	5.3	66.5	55.9	22.4
LOS	C	C		B	D		E	E	A	E	E	C
Approach Delay		22.2			37.2			44.4			35.0	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	96	76		41	307		32	50	0	218	225	335
Queue Length 95th (ft)	213	121		88	399		67	95	15	298	265	419
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	391	3078		520	1867		336	384	370	341	776	1588
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.18		0.21	0.59		0.11	0.15	0.15	0.67	0.62	0.86

Intersection Summary






Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 33.6

Intersection LOS: C

Intersection Capacity Utilization 100.9%
 Analysis Period (min) 15

ICU Level of Service G

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave













 Ø1 24 s	 Ø2 (R) 44 s	 Ø3 36 s	 Ø4 36 s
 Ø5 24 s	 Ø6 (R) 44 s		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

FB NB weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	69	642	145	312	1281	123	198	288	299	1	93	310
Future Volume (vph)	69	642	145	312	1281	123	198	288	299	1	93	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0	200		0		200	
Storage Lanes	1		0	2		0	1		2		1	
Taper Length (ft)	75			75			75				75	
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	1.00	0.95	0.88	0.95	1.00	0.95
Ped Bike Factor	1.00	1.00			1.00		1.00		0.98		1.00	
Frt		0.972			0.987				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1703	4832	0	3072	5017	0	1626	3505	2515	0	1736	3374
Flt Permitted	0.950			0.950			0.305				0.560	
Satd. Flow (perm)	1702	4832	0	3072	5017	0	521	3505	2477	0	1021	3374
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		36			11				329			
Link Speed (mph)		40			40			45				30
Link Distance (ft)		670			780			367				590
Travel Time (s)		11.4			13.3			5.6				13.4
Confl. Peds. (#/hr)	2					2	2		3		3	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	3%	9%	14%	2%	1%	11%	3%	13%	0%	4%	7%
Adj. Flow (vph)	76	705	159	343	1408	135	218	316	329	1	102	341
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	864	0	343	1543	0	218	316	329	0	103	341
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		30			24			24				16
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		60			22			24				22
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left	Left	
Leading Detector (ft)	40	40		40	40		40	40	40	20	40	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		40	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA
Protected Phases	5	2		1	6		3	8	1	7	7	4
Permitted Phases							8		8	4	4	
Detector Phase	5	2		1	6		3	8	1	7	7	4

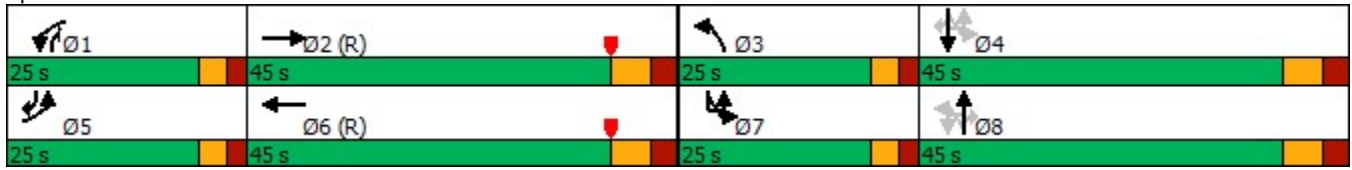
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	56
Future Volume (vph)	56
Ideal Flow (vphpl)	1900
Storage Length (ft)	270
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1553
Flt Permitted	
Satd. Flow (perm)	1532
Right Turn on Red	Yes
Satd. Flow (RTOR)	70
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	4%
Adj. Flow (vph)	62
Shared Lane Traffic (%)	
Lane Group Flow (vph)	62
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4
Detector Phase	5

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Switch Phase												
Minimum Initial (s)	5.0	32.0		5.0	32.0		5.0	12.0	5.0	5.0	5.0	12.0
Minimum Split (s)	10.0	39.0		10.0	39.0		10.0	19.0	10.0	10.0	10.0	19.0
Total Split (s)	25.0	45.0		25.0	45.0		25.0	45.0	25.0	25.0	25.0	45.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		17.9%	32.1%	17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	20.0	38.0		20.0	38.0		20.0	38.0	20.0	20.0	20.0	38.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	3.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	3.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	7.0	5.0		5.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	4.0	3.0	3.0	3.0	4.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)								7.0				
Flash Dont Walk (s)								30.0				
Pedestrian Calls (#/hr)								0				
Act Effct Green (s)	11.6	55.7		21.4	65.5		45.9	27.6	51.0		33.7	20.4
Actuated g/C Ratio	0.08	0.40		0.15	0.47		0.33	0.20	0.36		0.24	0.15
v/c Ratio	0.54	0.44		0.73	0.66		0.69	0.46	0.29		0.34	0.69
Control Delay	74.9	31.9		65.6	31.4		47.6	51.5	2.9		36.0	64.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	74.9	31.9		65.6	31.4		47.6	51.5	2.9		36.0	64.2
LOS	E	C		E	C		D	D	A		D	E
Approach Delay		35.4			37.6			32.0				51.4
Approach LOS		D			D			C				D
Queue Length 50th (ft)	68	205		155	394		151	133	0		66	157
Queue Length 95th (ft)	119	277		201	509		215	179	29		106	204
Internal Link Dist (ft)		590			700			287				510
Turn Bay Length (ft)	180			350			200				200	
Base Capacity (vph)	243	1943		493	2354		328	951	1134		410	915
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.31	0.44		0.70	0.66		0.66	0.33	0.29		0.25	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 37.6
 Intersection Capacity Utilization 76.5%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D



















Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave















Lane Group	SBR
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	10.0
Total Split (s)	25.0
Total Split (%)	17.9%
Maximum Green (s)	20.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	34.0
Actuated g/C Ratio	0.24
v/c Ratio	0.15
Control Delay	6.4
Queue Delay	0.0
Total Delay	6.4
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	28
Internal Link Dist (ft)	
Turn Bay Length (ft)	270
Base Capacity (vph)	515
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.12
Intersection Summary	

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB NB weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	1133	20	211	1073	55	29	547	332	64	435	196
Future Volume (vph)	199	1133	20	211	1073	55	29	547	332	64	435	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.997			0.993			0.945			0.958	
Flt Protected	0.950			0.950				0.998			0.995	
Satd. Flow (prot)	1805	5117	0	3303	3512	0	0	3179	0	0	3097	0
Flt Permitted	0.950			0.950				0.796			0.563	
Satd. Flow (perm)	1805	5117	0	3303	3512	0	0	2536	0	0	1752	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	5%	6%	1%	23%	14%	8%	5%	23%	13%	3%
Adj. Flow (vph)	207	1180	21	220	1118	57	30	570	346	67	453	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	1201	0	220	1175	0	0	946	0	0	724	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	20.7	54.1		13.7	50.0			46.1			46.1	
Actuated g/C Ratio	0.15	0.38		0.10	0.35			0.33			0.33	
v/c Ratio	0.79	0.62		0.69	0.95			1.15			1.27	
Control Delay	79.3	37.4		73.5	60.7			123.4			175.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	79.3	37.4		73.5	60.7			123.4			175.3	
LOS	E	D		E	E			F			F	
Approach Delay		43.6			62.8			123.4			175.3	
Approach LOS		D			E			F			F	
Queue Length 50th (ft)	187	326		104	561			~546			~448	
Queue Length 95th (ft)	#298	393		145	#709			#682			#577	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	279	1951		512	1313			824			569	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.74	0.62		0.43	0.89			1.15			1.27	

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 141.8
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.27
 Intersection Signal Delay: 87.8
 Intersection Capacity Utilization 121.5%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: F
 ICU Level of Service H

Lane Group Ø3

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 1.0

Minimum Split (s) 33.0

Total Split (s) 30.0

Total Split (%) 17%

Maximum Green (s) 25.0

Yellow Time (s) 3.0

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag Lead

Lead-Lag Optimize? Yes

Vehicle Extension (s) 1.0

Recall Mode None

Walk Time (s) 10.0

Flash Dont Walk (s) 18.0

Pedestrian Calls (#/hr) 0

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

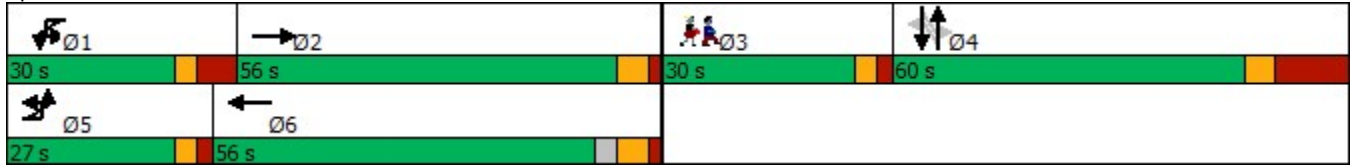
Storage Cap Reductn







Reduced v/c Ratio







Intersection Summary

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



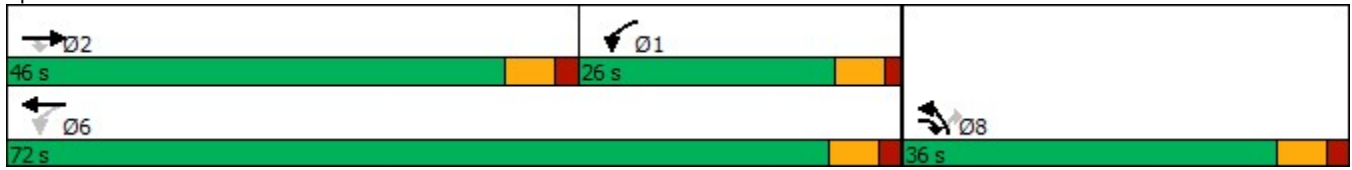
						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	333	212	282	211	162	488
Future Volume (vph)	333	212	282	211	162	488
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor		0.99	1.00			0.98
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3505	1371	3019	1541	3273	2584
Flt Permitted			0.540		0.950	
Satd. Flow (perm)	3505	1354	1715	1541	3273	2529
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		226				519
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Confl. Peds. (#/hr)		1	1			
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	6%	16%	11%	7%	10%
Parking (#/hr)		0		0		
Adj. Flow (vph)	354	226	300	224	172	519
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	226	300	224	172	519
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

Lane Group						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	9.5	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.5	24.9	24.1	23.6	12.4	12.4
Actuated g/C Ratio	0.26	0.52	0.50	0.49	0.26	0.26
v/c Ratio	0.39	0.28	0.30	0.30	0.20	0.50
Control Delay	16.6	1.6	9.0	9.3	14.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	1.6	9.0	9.3	14.4	3.6
LOS	B	A	A	A	B	A
Approach Delay	10.8			9.1	6.3	
Approach LOS	B			A	A	
Queue Length 50th (ft)	42	0	21	33	19	0
Queue Length 95th (ft)	80	14	45	81	39	30
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	2938	985	1959	1541	2058	1783
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.23	0.15	0.15	0.08	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 48
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 40.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB NB weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	512	167	124	1	14	31	11	139	201	4	4	112
Future Volume (vph)	512	167	124	1	14	31	11	139	201	4	4	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor			0.99	1.00				1.00				
Frt			0.850		0.896				0.997			
Flt Protected	0.950	0.971		0.950				0.950				0.950
Satd. Flow (prot)	1521	3109	1568	902	2572	0	0	1805	4976	0	0	1646
Flt Permitted	0.476	0.738						0.502				0.614
Satd. Flow (perm)	762	2363	1545	949	2572	0	0	952	4976	0	0	1064
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			128		32				2			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)			2	2				2				
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	8%	3%	100%	23%	27%	0%	0%	4%	0%	0%	10%
Adj. Flow (vph)	528	172	128	1	14	32	11	143	207	4	4	115
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	264	436	128	1	46	0	0	154	211	0	0	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	295	356
Future Volume (vph)	295	356
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1380
Flt Permitted		
Satd. Flow (perm)	3438	1359
Right Turn on Red		Yes
Satd. Flow (RTOR)		367
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	5%	17%
Adj. Flow (vph)	304	367
Shared Lane Traffic (%)		
Lane Group Flow (vph)	304	367
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB NB weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	11.0	16.0	16.0	12.0	12.0		10.0	10.0	16.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)	24.0	22.9	22.9	6.5	6.5			23.4	15.7			21.6
Actuated g/C Ratio	0.39	0.37	0.37	0.11	0.11			0.38	0.26			0.35
v/c Ratio	0.52	0.40	0.19	0.01	0.15			0.32	0.17			0.27
Control Delay	17.9	15.2	3.8	31.0	17.4			14.5	22.1			14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	17.9	15.2	3.8	31.0	17.4			14.5	22.1			14.2
LOS	B	B	A	C	B			B	C			B
Approach Delay		14.3			17.7				18.9			
Approach LOS		B			B				B			
Queue Length 50th (ft)	73	59	0	0	2			36	24			28
Queue Length 95th (ft)	157	110	29	5	18			81	49			65
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	580	2143	1294	401	1106			632	3369			612
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.46	0.20	0.10	0.00	0.04			0.24	0.06			0.19

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 61.4
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 14.8
 Intersection LOS: B

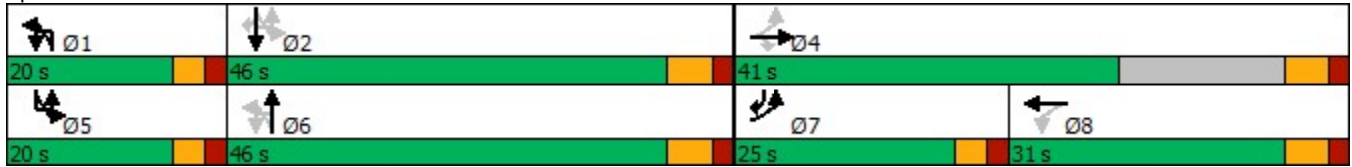
	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	6.0
Minimum Split (s)	16.0	11.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	12.6	30.9
Actuated g/C Ratio	0.21	0.50
v/c Ratio	0.43	0.42
Control Delay	25.4	2.7
Queue Delay	0.0	0.0
Total Delay	25.4	2.7
LOS	C	A
Approach Delay	13.2	
Approach LOS	B	
Queue Length 50th (ft)	54	0
Queue Length 95th (ft)	103	36
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	2327	929
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.13	0.40




















Intersection Summary

Intersection Capacity Utilization 52.6%
 Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	102	318	17	39	0	0	0	0	23	549	465
Future Volume (vph)	0	102	318	17	39	0	0	0	0	23	549	465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor			0.98	0.99						0.99		0.99
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1673	1487	1925	1597	0	0	0	0	1546	4848	1422
Flt Permitted				0.683						0.950		
Satd. Flow (perm)	0	1673	1452	1370	1597	0	0	0	0	1524	4848	1401
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			186									522
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)	2		10	10		2	2		7	7		2
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	6%	5%	0%	19%	0%	0%	0%	0%	9%	7%	6%
Adj. Flow (vph)	0	115	357	19	44	0	0	0	0	26	617	522
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	357	19	44	0	0	0	0	26	617	522
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0

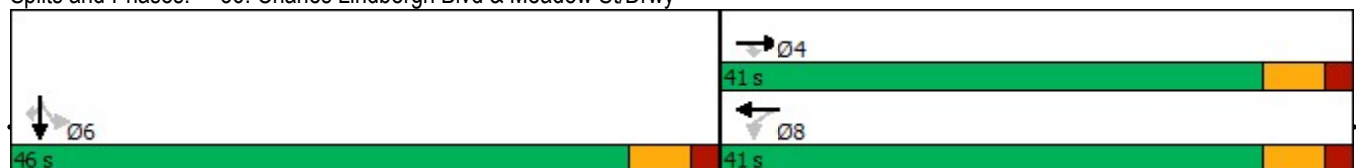
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	2	2					1	1	1
Act Effect Green (s)		13.8	13.8	13.8	13.8					30.3	30.3	30.3
Actuated g/C Ratio		0.24	0.24	0.24	0.24					0.54	0.54	0.54
v/c Ratio		0.28	0.72	0.06	0.11					0.03	0.24	0.53
Control Delay		19.8	18.9	17.6	18.0					8.0	7.9	3.2
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		19.8	18.9	17.6	18.0					8.0	7.9	3.2
LOS		B	B	B	B					A	A	A
Approach Delay		19.2			17.9						5.8	
Approach LOS		B			B						A	
Queue Length 50th (ft)		28	43	4	10					3	32	0
Queue Length 95th (ft)		76	145	20	36					17	76	42
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		1081	1004	885	1032					1125	3580	1171
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.11	0.36	0.02	0.04					0.02	0.17	0.45







Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 56.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 10.0
 Intersection Capacity Utilization 63.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy









						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	0	495	0	0	63	0
Future Volume (vph)	0	495	0	0	63	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	1.00
Frts						
Flt Protected					0.950	
Satd. Flow (prot)	0	3374	0	0	3502	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3374	0	0	3502	0
Link Speed (mph)		45	30		30	
Link Distance (ft)		600	253		249	
Travel Time (s)		9.1	5.8		5.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	7%	0%	0%	0%	0%
Adj. Flow (vph)	0	563	0	0	72	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	563	0	0	72	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	R NA	Left	Right	L NA	Right
Median Width(ft)		12	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 39.4% ICU Level of Service A
 Analysis Period (min) 15











Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	558	0	0	0	0	0
Future Volume (vph)	558	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	6108	0	0	0	0	1900
Flt Permitted						
Satd. Flow (perm)	6108	0	0	0	0	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	253			189	174	
Travel Time (s)	5.8			4.3	4.0	
Confl. Peds. (#/hr)		1	1			
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	634	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	634	0	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary















Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 23.7% ICU Level of Service A
 Analysis Period (min) 15











Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1064	0	0	645
Future Volume (vph)	0	0	1064	0	0	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	11	11
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	4988	1710	0	4686
Flt Permitted						
Satd. Flow (perm)	0	1900	4988	1710	0	4686
Link Speed (mph)	30		35			35
Link Distance (ft)	226		393			581
Travel Time (s)	5.1		7.7			11.3
Confl. Peds. (#/hr)				2	2	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	0%	0%	7%
Adj. Flow (vph)	0	0	1237	0	0	750
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1237	0	0	750
Enter Blocked Intersection	No	Yes	Yes	Yes	No	Yes
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		25			25
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.14	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 23.9% ICU Level of Service A
 Analysis Period (min) 15

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations			  			  		
Traffic Volume (veh/h)	0	0	1064	0	0	645		
Future Volume (Veh/h)	0	0	1064	0	0	645		
Sign Control	Yield		Free			Free		
Grade	0%		0%			0%		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86		
Hourly flow rate (vph)	0	0	1237	0	0	750		
Pedestrians	2							
Lane Width (ft)	12.0							
Walking Speed (ft/s)	3.5							
Percent Blockage	0							
Right turn flare (veh)								
Median type			Raised			Raised		
Median storage (veh)			1			1		
Upstream signal (ft)			393			581		
pX, platoon unblocked	0.88	0.88			0.88			
vC, conflicting volume	1489	414			1239			
vC1, stage 1 conf vol	1239							
vC2, stage 2 conf vol	250							
vCu, unblocked vol	1097	0			815			
tC, single (s)	6.8	6.9			4.1			
tC, 2 stage (s)	5.8							
tF (s)	3.5	3.3			2.2			
p0 queue free %	100	100			100			
cM capacity (veh/h)	289	963			725			
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	0	412	412	412	0	250	250	250
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.24	0.24	0.24	0.00	0.15	0.15	0.15
Queue Length 95th (ft)	0	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s)	0.0	0.0				0.0		
Approach LOS	A							
Intersection Summary								
Average Delay			0.0					
Intersection Capacity Utilization			23.9%		ICU Level of Service			A
Analysis Period (min)			15					

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑↑	↑		↑↑↑					↑
Traffic Volume (vph)	0	1313	222	0	1378	0	0	0	0	772
Future Volume (vph)	0	1313	222	0	1378	0	0	0	0	772
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		140	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	0			0			0		0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	4775	1561	0	5036	0	0	0	0	1611
Flt Permitted										
Satd. Flow (perm)	0	4775	1561	0	5036	0	0	0	0	1611
Link Speed (mph)		50			50		30		30	
Link Distance (ft)		294			391		419		491	
Travel Time (s)		4.0			5.3		9.5		11.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	0%	0%	3%	0%	0%	0%	0%	2%
Adj. Flow (vph)	0	1492	252	0	1566	0	0	0	0	877
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1492	252	0	1566	0	0	0	0	877
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	R NA
Median Width(ft)		25			25		0		0	
Link Offset(ft)		0			0		0		11	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		50	15		9	15	9	15	50
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 81.1%
 Analysis Period (min) 15
 ICU Level of Service D







Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (vph)	0	1274	0	0	1450	0	0	0	412	0	0	334
Future Volume (vph)	0	1274	0	0	1450	0	0	0	412	0	0	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		140
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected									0.865			0.865
Satd. Flow (prot)	0	4988	0	0	5036	0	0	0	1844	0	0	1627
Flt Permitted												
Satd. Flow (perm)	0	4988	0	0	5036	0	0	0	1844	0	0	1627
Link Speed (mph)		50			50			30				30
Link Distance (ft)		204			435			301				361
Travel Time (s)		2.8			5.9			6.8				8.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	0	1385	0	0	1576	0	0	0	448	0	0	363
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1385	0	0	1576	0	0	0	448	0	0	363
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Left	R NA	Left	Left	R NA
Median Width(ft)		6			6			0				0
Link Offset(ft)		0			0			10				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 56.8% ICU Level of Service B
 Analysis Period (min) 15







Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	1313	0	0	1378	0	463
Future Volume (vph)	1313	0	0	1378	0	463
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	16
Storage Length (ft)		0	0		0	140
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	4821	0	0	4868	0	1844
Flt Permitted						
Satd. Flow (perm)	4821	0	0	4868	0	1844
Link Speed (mph)	50			50	30	
Link Distance (ft)	391			133	260	
Travel Time (s)	5.3			1.8	5.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	0%	3%	0%	1%
Adj. Flow (vph)	1382	0	0	1451	0	487
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1382	0	0	1451	0	487
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	11	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 81.1% ICU Level of Service D
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.







						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		
Traffic Volume (vph)	1274	502	0	1783	0	0
Future Volume (vph)	1274	502	0	1783	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	0.86	1.00	1.00
Fr _t	0.958					
Flt Protected						
Satd. Flow (prot)	4670	0	0	6408	0	0
Flt Permitted						
Satd. Flow (perm)	4670	0	0	6408	0	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	225			204	220	
Travel Time (s)	3.1			2.8	5.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	2%	0%	0%
Adj. Flow (vph)	1313	518	0	1838	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1831	0	0	1838	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	6			6	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary









Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 39.2% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 43: Meadowbrook Pkwy NB On Ramp & Hempstead Tpke

FB NB weekday AM peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↑↑↑			
Traffic Volume (veh/h)	1274	502	0	1783	0	0	
Future Volume (Veh/h)	1274	502	0	1783	0	0	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.92	0.92	
Hourly flow rate (vph)	1313	518	0	1838	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)				858			
pX, platoon unblocked							
vC, conflicting volume			1831		2032	697	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			1831		2032	697	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	100	
cM capacity (veh/h)			338		51	388	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	525	525	781	460	460	460	460
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	518	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.31	0.31	0.46	0.27	0.27	0.27	0.27
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							
Approach Delay (s)	0.0			0.0			
Approach LOS							
Intersection Summary							
Average Delay			0.0				
Intersection Capacity Utilization			39.2%		ICU Level of Service		A
Analysis Period (min)			15				

									Ø1	Ø6
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR		
Lane Configurations	↑↑↑	↔		↔	↑↑↑	↔		↔		
Traffic Volume (vph)	1082	20	25	248	2414	355	3	0		
Future Volume (vph)	1082	20	25	248	2414	355	3	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	9	11	11	11	12		
Storage Length (ft)		55		150		205		0		
Storage Lanes		1		2		1		1		
Taper Length (ft)				85						
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.88	1.00	1.00		
Ped Bike Factor		0.94		0.99						
Frt		0.850				0.850				
Flt Protected				0.950						
Satd. Flow (prot)	4821	1561	0	3001	4964	2618	0	1900		
Flt Permitted				0.950						
Satd. Flow (perm)	4821	1470	0	2977	4964	2618	0	1900		
Right Turn on Red			No				No	Yes		
Satd. Flow (RTOR)										
Link Speed (mph)	40				40					
Link Distance (ft)	625				576					
Travel Time (s)	10.7				9.8					
Confl. Peds. (#/hr)		16		16				4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Heavy Vehicles (%)	4%	0%	0%	5%	1%	5%	0%	0%		
Adj. Flow (vph)	1115	21	26	256	2489	366	3	0		
Shared Lane Traffic (%)										
Lane Group Flow (vph)	1115	47	0	256	2489	369	0	0		
Enter Blocked Intersection	No	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	R NA		
Median Width(ft)	18				18					
Link Offset(ft)	0				0					
Crosswalk Width(ft)	16				16					
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.00		
Turning Speed (mph)		9	9	15		9	9	9		
Number of Detectors	0	0		2	0	2		0		
Detector Template										
Leading Detector (ft)	0	0		50	0	50		0		
Trailing Detector (ft)	0	0		0	0	0		0		
Detector 1 Position(ft)	0	0		0	0	0		0		
Detector 1 Size(ft)	0	0		20	0	20		0		
Detector 1 Type				Cl+Ex		Cl+Ex				
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0		
Detector 2 Position(ft)				30		30				
Detector 2 Size(ft)				20		20				
Detector 2 Type				Cl+Ex		Cl+Ex				
Detector 2 Channel										

Lane Group									Ø1	Ø6
Detector 2 Extend (s)				0.0		0.0				
Turn Type	NA	Perm		Prot	NA	pt+ov		Perm		
Protected Phases	2			14	16	14			1	6
Permitted Phases		2						4		
Detector Phase	2	2		14	16	14		4		
Switch Phase										
Minimum Initial (s)	10.0	10.0						10.0	3.0	10.0
Minimum Split (s)	17.0	17.0						17.6	10.6	17.0
Total Split (s)	106.0	106.0						46.0	28.0	134.0
Total Split (%)	58.9%	58.9%						25.6%	16%	74%
Maximum Green (s)	99.0	99.0						38.4	20.4	127.0
Yellow Time (s)	4.0	4.0						3.5	3.5	4.0
All-Red Time (s)	3.0	3.0						4.1	4.1	3.0
Lost Time Adjust (s)	0.0	0.0						0.0		
Total Lost Time (s)	7.0	7.0						7.6		
Lead/Lag	Lag	Lag							Lead	
Lead-Lag Optimize?	Yes	Yes							Yes	
Vehicle Extension (s)	0.2	0.2						3.0	3.0	0.2
Recall Mode	C-Max	C-Max						None	None	C-Max
Walk Time (s)	7.0	7.0						7.0		
Flash Dont Walk (s)	30.0	30.0						31.0		
Pedestrian Calls (#/hr)	1	1						0		
Act Effct Green (s)	99.0	99.0		66.4	140.2	66.4				
Actuated g/C Ratio	0.55	0.55		0.37	0.78	0.37				
v/c Ratio	0.42	0.06		0.23	0.64	0.38				
Control Delay	24.3	19.2		43.8	7.3	43.2				
Queue Delay	0.0	0.0		0.0	28.3	0.0				
Total Delay	24.3	19.2		43.8	35.7	43.2				
LOS	C	B		D	D	D				
Approach Delay	24.1				36.4					
Approach LOS	C				D					
Queue Length 50th (ft)	276	25		94	36	182				
Queue Length 95th (ft)	313	48		m95	m852	236				
Internal Link Dist (ft)	545				496					
Turn Bay Length (ft)		55		150		205				
Base Capacity (vph)	2651	808		1103	3865	962				
Starvation Cap Reductn	0	0		0	1506	0				
Spillback Cap Reductn	0	0		0	0	0				
Storage Cap Reductn	0	0		0	0	0				
Reduced v/c Ratio	0.42	0.06		0.23	1.06	0.38				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 101 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64

Intersection Signal Delay: 33.7 Intersection LOS: C
 Intersection Capacity Utilization 70.6% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke















Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	491	983	22	7	1931	80	94	139	0	130	89	505
Future Volume (vph)	491	983	22	7	1931	80	94	139	0	130	89	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	1.00		0.98			0.99	0.97	0.95
Frt		0.997			0.994						0.894	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3030	4751	0	1745	4881	0	1728	1722	0	1711	1447	1440
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3028	4751	0	1733	4881	0	1686	1722	0	1688	1447	1371
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	4		10	10		4	25		11	11		25
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	4%	5%	10%	0%	2%	3%	1%	3%	0%	2%	7%	3%
Adj. Flow (vph)	496	993	22	7	1951	81	95	140	0	131	90	510
Shared Lane Traffic (%)												42%
Lane Group Flow (vph)	496	1015	0	7	2032	0	95	140	0	131	304	296
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB NB weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	38.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	40.0	91.0		23.0	74.0		26.0	26.0		40.0	40.0	40.0
Total Split (%)	22.2%	50.6%		12.8%	41.1%		14.4%	14.4%		22.2%	22.2%	22.2%
Maximum Green (s)	34.0	85.0		17.0	68.0		20.0	20.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		8			4		3	3		1	1	
Act Effct Green (s)	32.1	103.4		7.6	69.9		17.7	17.7		36.3	36.3	68.4
Actuated g/C Ratio	0.18	0.57		0.04	0.39		0.10	0.10		0.20	0.20	0.38
v/c Ratio	0.92	0.37		0.10	1.07		0.56	0.83		0.38	1.04	0.56
Control Delay	97.2	38.9		63.9	78.4		89.9	114.6		66.7	130.0	44.8
Queue Delay	0.0	0.4		0.0	12.0		0.0	0.0		0.0	0.0	0.0
Total Delay	97.2	39.3		63.9	90.5		89.9	114.6		66.7	130.0	44.8
LOS	F	D		E	F		F	F		E	F	D
Approach Delay		58.3			90.4			104.7			84.2	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	307	314		8	~997		108	164		137	~424	270
Queue Length 95th (ft)	#387	394		m10	#1073		176	#265		213	#649	378
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	572	2729		164	1895		192	191		345	292	548
Starvation Cap Reductn	0	1108		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	251		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.87	0.63		0.04	1.24		0.49	0.73		0.38	1.04	0.54

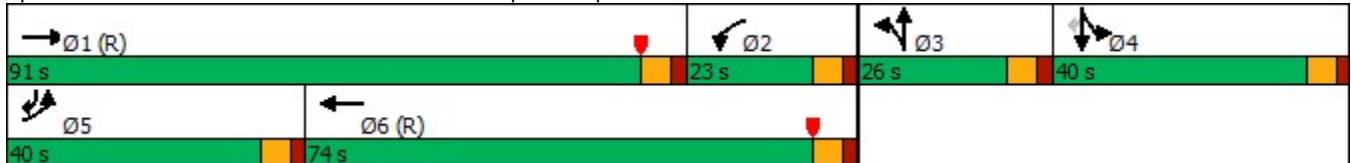
Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 172 (96%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.07

Intersection Signal Delay: 79.4 Intersection LOS: E
 Intersection Capacity Utilization 102.9% ICU Level of Service G
 Analysis Period (min) 15

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

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	251	986	100	98	1780	65	184	503	209	121	240	230
Future Volume (vph)	251	986	100	98	1780	65	184	503	209	121	240	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99					0.98
Frt		0.986			0.995				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3054	4745	0	3120	4836	0	3204	3323	1516	3083	3172	1358
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3053	4745	0	3112	4836	0	3181	3323	1516	3083	3172	1329
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	4		6	6		4	7					7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	4%	4%	1%	3%	6%	2%	5%	3%	6%	10%	7%
Adj. Flow (vph)	276	1084	110	108	1956	71	202	553	230	133	264	253
Shared Lane Traffic (%)												
Lane Group Flow (vph)	276	1194	0	108	2027	0	202	553	230	133	264	253
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB NB weekday AM peak hour
05/23/2024

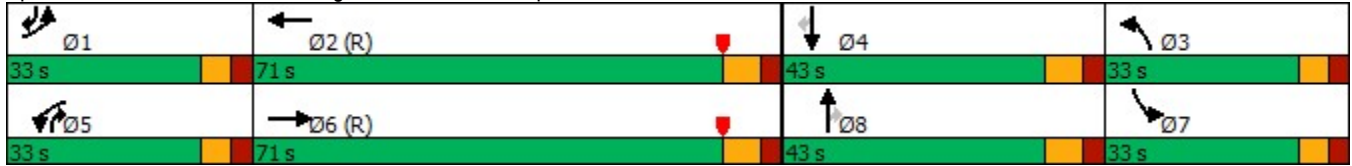
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	33.0	71.0		33.0	71.0		33.0	43.0	33.0	33.0	43.0	33.0
Total Split (%)	18.3%	39.4%		18.3%	39.4%		18.3%	23.9%	18.3%	18.3%	23.9%	18.3%
Maximum Green (s)	26.0	63.0		26.0	63.0		26.0	35.0	26.0	26.0	35.0	26.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		2			0			2			1	
Act Effct Green (s)	20.6	93.5		10.6	83.6		24.4	32.8	44.5	13.0	21.4	43.0
Actuated g/C Ratio	0.11	0.52		0.06	0.46		0.14	0.18	0.25	0.07	0.12	0.24
v/c Ratio	0.79	0.48		0.59	0.90		0.47	0.91	0.61	0.60	0.70	0.79
Control Delay	93.8	29.7		95.1	51.2		75.8	92.2	47.5	91.5	85.4	57.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	29.7		95.1	51.2		75.8	92.2	47.5	91.5	85.4	57.2
LOS	F	C		F	D		E	F	D	F	F	E
Approach Delay		41.8			53.4			78.4			75.7	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	166	330		65	812		112	337	191	80	162	198
Queue Length 95th (ft)	214	426		100	#1073		166	#418	241	115	197	238
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	441	2466		450	2246		472	646	503	445	616	361
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.48		0.24	0.90		0.43	0.86	0.46	0.30	0.43	0.70















Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91

Intersection Signal Delay: 57.6
 Intersection Capacity Utilization 86.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



							Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations	 		 	 		 	
Traffic Volume (vph)	750	18	334	323	0	790	
Future Volume (vph)	750	18	334	323	0	790	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor							
Frt	0.996					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3309	0	2971	3008	0	2733	
Flt Permitted			0.950				
Satd. Flow (perm)	3309	0	2971	3008	0	2733	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						7	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)					1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	5%	6%	10%	12%	0%	4%	
Adj. Flow (vph)	781	19	348	336	0	823	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	800	0	348	336	0	823	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	20.1		47.5	21.4		47.5	
Actuated g/C Ratio	0.25		0.60	0.27		0.60	
v/c Ratio	0.96		0.20	0.42		0.50	
Control Delay	54.6		7.5	25.2		10.3	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	54.6		7.5	25.2		10.3	
LOS	D		A	C		B	
Approach Delay	54.6			16.2	10.3		
Approach LOS	D			B	B		
Queue Length 50th (ft)	204		36	72		119	
Queue Length 95th (ft)	#375		54	107		164	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	834		2139	1328		1970	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.96		0.16	0.25		0.42	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 79.6
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 27.4
 Intersection Capacity Utilization 58.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 47: Merrick Ave & Bellmore Ave















Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	261	30	224	290	40	27	689	191	22	370	109
Future Volume (vph)	135	261	30	224	290	40	27	689	191	22	370	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				1.00			0.98			0.99	
Frt		0.984			0.982			0.967			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3195	0	1604	3250	0	1745	3228	0	1586	3068	0
Flt Permitted	0.549			0.570			0.434			0.189		
Satd. Flow (perm)	920	3195	0	963	3250	0	797	3228	0	316	3068	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			27			52			56	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)	1					1	1		3	3		1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	8%	3%	5%	6%	0%	0%	6%	7%	10%	9%	9%
Adj. Flow (vph)	138	266	31	229	296	41	28	703	195	22	378	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	297	0	229	337	0	28	898	0	22	489	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

FB NB weekday AM peak hour
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1			1	
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0	20.0	
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0	36.0	
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%	45.6%	
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0	6.0	
Lead/Lag				Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2	0.2	
Recall Mode	Max	Max		None			Max	Max		Max	Max	
Walk Time (s)	8.0	8.0					1.0	1.0		1.0	1.0	
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)	1	1					0	0		0	0	
Act Effct Green (s)	26.0	26.0		36.9	40.9		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.32	0.32		0.46	0.51		0.37	0.37		0.37	0.37	
v/c Ratio	0.47	0.29		0.45	0.20		0.09	0.73		0.19	0.42	
Control Delay	28.7	20.5		14.9	10.4		18.3	25.0		22.8	18.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.7	20.5		14.9	10.4		18.3	25.0		22.8	18.1	
LOS	C	C		B	B		B	C		C	B	
Approach Delay		23.1			12.2			24.8			18.3	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	56	56		63	42		9	195		8	85	
Queue Length 95th (ft)	112	88		108	65		27	266		27	126	
Internal Link Dist (ft)		194			404			460			243	
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	295	1038		531	1636		295	1230		117	1173	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.47	0.29		0.43	0.21		0.09	0.73		0.19	0.42	

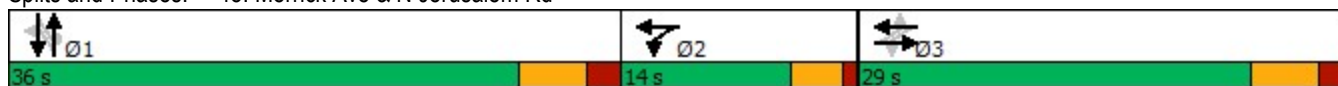
Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 80.9
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 20.2
 Intersection LOS: C

Intersection Capacity Utilization 59.3%
Analysis Period (min) 15

ICU Level of Service B

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd



Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

FB NB weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	9	246	135	8	49	354	428	54	45	296	752	107
Future Volume (vph)	9	246	135	8	49	354	428	54	45	296	752	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99				1.00	1.00			1.00	1.00	
Frt		0.945					0.983				0.981	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1518	3102	0	0	0	1599	3266	0	0	1666	3302	0
Flt Permitted	0.461					0.420				0.265		
Satd. Flow (perm)	736	3102	0	0	0	706	3266	0	0	465	3302	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	1		1	1	1	1		1		1		1
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	11%	11%	6%	0%	6%	1%	5%	4%	2%	1%	3%	7%
Adj. Flow (vph)	10	265	145	9	53	381	460	58	48	318	809	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	419	0	0	0	434	518	0	0	366	924	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	3 4		1	1	1 2	
Permitted Phases	4				3 4	3 4			1 2	1 2		

Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations				
Traffic Volume (vph)	30	292	209	2
Future Volume (vph)	30	292	209	2
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Frt		0.937		
Flt Protected	0.950			
Satd. Flow (prot)	1574	3095	0	0
Flt Permitted	0.309			
Satd. Flow (perm)	512	3095	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	1		1	1
Confl. Bikes (#/hr)				
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	8%	1%	0%
Adj. Flow (vph)	32	314	225	2
Shared Lane Traffic (%)				
Lane Group Flow (vph)	32	541	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			

Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave





FB NB weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Detector Phase	4	4			3	3	3 4		1	1	1 2	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	17.1	17.1				38.2	43.2			30.1	35.2	
Actuated g/C Ratio	0.19	0.19				0.43	0.49			0.34	0.40	
v/c Ratio	0.07	0.70				0.88	0.32			1.09	0.70	
Control Delay	29.8	39.8				36.8	14.1			101.7	26.8	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	29.8	39.8				36.8	14.1			101.7	26.8	
LOS	C	D				D	B			F	C	
Approach Delay		39.6					24.4				48.0	
Approach LOS		D					C				D	
Queue Length 50th (ft)	5	116				161	87			~182	226	
Queue Length 95th (ft)	18	165				#279	121			#394	333	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	250	1057				516	2073			336	1313	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.04	0.40				0.84	0.25			1.09	0.70	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 88.4
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 46.1
 Intersection Capacity Utilization 111.7%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

Intersection LOS: D
 ICU Level of Service H

Lane Group	 SBL	 SBT	 SBR	 SBR2
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	0	0		
Act Effct Green (s)	15.1	15.1		
Actuated g/C Ratio	0.17	0.17		
v/c Ratio	0.37	1.03		
Control Delay	48.2	84.9		
Queue Delay	0.0	0.0		
Total Delay	48.2	84.9		
LOS	D	F		
Approach Delay		82.8		
Approach LOS		F		
Queue Length 50th (ft)	16	~175		
Queue Length 95th (ft)	49	#304		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	87	527		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.37	1.03		
Intersection Summary				

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













Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave



Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	547	60	80	715	116	115	410	40	132	312	58
Future Volume (vph)	122	547	60	80	715	116	115	410	40	132	312	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.985			0.979			0.987			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1560	3214	0	1604	3207	0	1620	1766	0	1546	1707	0
Flt Permitted	0.141			0.334			0.367			0.185		
Satd. Flow (perm)	231	3214	0	562	3207	0	624	1766	0	300	1707	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			19			5			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	5		6	6		5	7		11	11		7
Confl. Bikes (#/hr)			1			2			3			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	6%	12%	5%	7%	0%	4%	6%	5%	9%	9%	5%
Adj. Flow (vph)	124	558	61	82	730	118	117	418	41	135	318	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	619	0	82	848	0	117	459	0	135	377	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

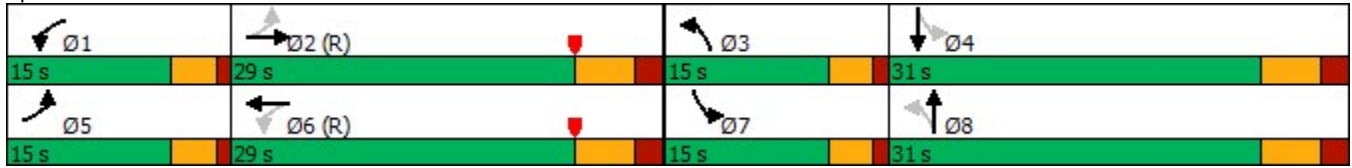
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	14.0		7.0	14.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		2			4			2			2	
Act Effct Green (s)	39.4	29.9		36.0	26.8		35.8	25.6		38.1	28.3	
Actuated g/C Ratio	0.44	0.33		0.40	0.30		0.40	0.28		0.42	0.31	
v/c Ratio	0.55	0.58		0.27	0.88		0.35	0.91		0.53	0.69	
Control Delay	24.8	28.5		17.2	42.8		17.2	55.4		22.6	35.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.8	28.5		17.2	42.8		17.2	55.4		22.6	35.4	
LOS	C	C		B	D		B	E		C	D	
Approach Delay		27.9			40.5			47.6			32.1	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	41	156		26	241		37	244		43	183	
Queue Length 95th (ft)	78	225		54	#387		69	#440		79	#332	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	266	1075		373	967		388	513		282	543	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.47	0.58		0.22	0.88		0.30	0.89		0.48	0.69	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 56 (62%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 37.0
 Intersection Capacity Utilization 78.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave















Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	611	67	18	648	179	150	316	15	259	235	17
Future Volume (vph)	20	611	67	18	648	179	150	316	15	259	235	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.97	1.00				1.00	
Frt		0.986				0.850		0.993			0.990	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3173	0	1745	3261	1422	1604	1757	0	1589	1714	0
Flt Permitted		0.921		0.231			0.597			0.258		
Satd. Flow (perm)	0	2925	0	424	3261	1382	1007	1757	0	432	1714	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		12						2			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	4					4	2					2
Confl. Bikes (#/hr)						3						1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	26%	8%	6%	0%	7%	6%	5%	4%	0%	6%	5%	19%
Adj. Flow (vph)	21	636	70	19	675	186	156	329	16	270	245	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	727	0	19	675	186	156	345	0	270	263	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

FB NB weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	1	1			0	0						
Act Effct Green (s)		31.3		36.6	35.6	35.6	20.0	20.0		37.2	36.1	
Actuated g/C Ratio		0.37		0.44	0.42	0.42	0.24	0.24		0.44	0.43	
v/c Ratio		0.66		0.07	0.49	0.32	0.65	0.82		0.82	0.35	
Control Delay		26.6		14.3	19.0	18.1	44.1	48.4		40.3	18.2	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		26.6		14.3	19.0	18.1	44.1	48.4		40.3	18.2	
LOS		C		B	B	B	D	D		D	B	
Approach Delay		26.6			18.7			47.1			29.4	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		151		6	135	65	68	157		81	78	
Queue Length 95th (ft)		269		18	187	116	#166	#335		#243	168	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1099		328	1767	749	279	488		330	808	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.66		0.06	0.38	0.25	0.56	0.71		0.82	0.33	


















Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 83.9
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 28.4
 Intersection Capacity Utilization 80.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

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

Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		  	  			 	
Traffic Volume (vph)	380	1017	1188	57	7	28	291
Future Volume (vph)	380	1017	1188	57	7	28	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Frt			0.993			0.879	0.850
Flt Protected	0.950					0.991	
Satd. Flow (prot)	1636	4746	4858	0	0	2901	1353
Flt Permitted	0.148					0.991	
Satd. Flow (perm)	255	4746	4858	0	0	2901	1353
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			7			152	2
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	2%	2%	13%	0%	19%	5%
Adj. Flow (vph)	396	1059	1238	59	7	29	303
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	396	1059	1297	0	0	188	151
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2
Permitted Phases	12				3		3
Detector Phase	2	12	1		3	3	2

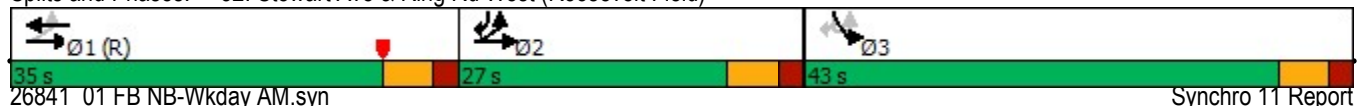
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	76.9	82.9	50.8			10.1	42.2
Actuated g/C Ratio	0.73	0.79	0.48			0.10	0.40
v/c Ratio	0.75	0.28	0.55			0.45	0.28
Control Delay	34.0	3.2	19.8			15.5	23.3
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	34.0	3.2	19.8			15.5	23.3
LOS	C	A	B			B	C
Approach Delay		11.6	19.8			18.9	
Approach LOS		B	B			B	
Queue Length 50th (ft)	146	55	214			11	73
Queue Length 95th (ft)	#307	70	245			45	132
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	530	3746	2351			1120	545
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	0.75	0.28	0.55			0.17	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 15.9
 Intersection Capacity Utilization 68.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

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

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	11	1544	356	7	173	2277	64	136	9	58	41
Future Volume (vph)	1	11	1544	356	7	173	2277	64	136	9	58	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor				0.98		1.00				1.00	0.99	
Frt				0.850			0.996			0.967	0.850	
Flt Protected		0.950				0.950			0.950	0.970		0.950
Satd. Flow (prot)	0	1542	4821	1545	0	3353	6114	0	2582	1338	1534	1720
Flt Permitted		0.950				0.950			0.950	0.970		0.950
Satd. Flow (perm)	0	1542	4821	1519	0	3351	6114	0	2582	1338	1514	1720
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				375			3			9	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)				4		4						
Confl. Bikes (#/hr)				1							2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	10%	4%	8%	0%	1%	3%	0%	23%	0%	0%	3%
Adj. Flow (vph)	1	12	1625	375	7	182	2397	67	143	9	61	43
Shared Lane Traffic (%)									24%		19%	25%
Lane Group Flow (vph)	0	13	1625	375	0	189	2464	0	109	55	49	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (vph)	22	42
Future Volume (vph)	22	42
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected	0.984	
Satd. Flow (prot)	1594	1615
Flt Permitted	0.984	
Satd. Flow (perm)	1594	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	10%	0%
Adj. Flow (vph)	23	44
Shared Lane Traffic (%)		
Lane Group Flow (vph)	34	44
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	0			0		0	0		
Act Effct Green (s)		7.0	98.2	114.0		14.3	107.8		15.8	15.8	36.1	10.9
Actuated g/C Ratio		0.04	0.61	0.71		0.09	0.67		0.10	0.10	0.23	0.07
v/c Ratio		0.19	0.55	0.31		0.63	0.60		0.43	0.39	0.13	0.27
Control Delay		91.3	15.2	1.1		79.6	17.3		71.9	63.0	6.7	76.4
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		91.3	15.2	1.1		79.6	17.3		71.9	63.0	6.7	76.4
LOS		F	B	A		E	B		E	E	A	E
Approach Delay			13.1				21.8			54.6		
Approach LOS			B				C			D		
Queue Length 50th (ft)		14	193	13		100	414		60	53	0	34
Queue Length 95th (ft)		m24	219	m17		140	562		91	105	26	72
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		231	2958	1374		502	4121		742	391	495	172
Starvation Cap Reductn		0	0	0		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	0		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.06	0.55	0.27		0.38	0.60		0.15	0.14	0.10	0.19







Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 118 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated

Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	10.9	19.1
Actuated g/C Ratio	0.07	0.12
v/c Ratio	0.31	0.23
Control Delay	78.5	45.5
Queue Delay	0.0	0.0
Total Delay	78.5	45.5
LOS	E	D
Approach Delay	64.7	
Approach LOS	E	
Queue Length 50th (ft)	36	35
Queue Length 95th (ft)	76	61
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	159	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.21	0.11
Intersection Summary		

Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 20.6
 Intersection Capacity Utilization 74.1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1	 Ø2 (R)	 Ø4	 Ø8
30 s	56 s	22 s	52 s
 Ø5	 Ø6 (R)		
30 s	56 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	902	211	17	1126	51	490	132	5	33	51	67
Future Volume (vph)	86	902	211	17	1126	51	490	132	5	33	51	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98					1.00		1.00		
Frt			0.850		0.994			0.995			0.915	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1662	3422	1538	1416	3291	0	3204	1671	0	1597	1520	0
Flt Permitted	0.104			0.244			0.950			0.950		
Satd. Flow (perm)	182	3422	1508	364	3291	0	3204	1671	0	1590	1520	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			179		3			1				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)			2	2					3	3		
Confl. Bikes (#/hr)			5						2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	9%	5%	19%	9%	10%	2%	5%	20%	13%	10%	11%
Adj. Flow (vph)	88	920	215	17	1149	52	500	135	5	34	52	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	920	215	17	1201	0	500	140	0	34	120	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20				20
Link Offset(ft)		0			0			0				-12
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex







Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	79.3	73.2	73.2	72.6	65.2		28.3	28.3		16.4	16.4	
Actuated g/C Ratio	0.57	0.52	0.52	0.52	0.47		0.20	0.20		0.12	0.12	
v/c Ratio	0.47	0.51	0.25	0.07	0.78		0.77	0.41		0.18	0.68	
Control Delay	24.6	25.8	6.4	18.1	37.6		61.0	51.0		55.8	77.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.6	25.8	6.4	18.1	37.6		61.0	51.0		55.8	77.2	
LOS	C	C	A	B	D		E	D		E	E	
Approach Delay		22.3			37.3			58.8			72.5	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	36	262	15	7	475		223	111		28	106	
Queue Length 95th (ft)	77	451	78	22	#771		270	168		61	168	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	240	1790	874	302	1534		784	409		330	314	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.37	0.51	0.25	0.06	0.78		0.64	0.34		0.10	0.38	















Intersection Summary







Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 108 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 37.6
 Intersection Capacity Utilization 76.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

 Ø1 17 s	 Ø2 (R) 48 s	 Ø4 35 s	 Ø8 40 s
 Ø5 17 s	 Ø6 (R) 48 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	109	84	105	1241	919	133
Future Volume (vph)	109	84	105	1241	919	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.981	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3134	1583	1671	3343	3249	0
Flt Permitted	0.950		0.169			
Satd. Flow (perm)	3134	1583	297	3343	3249	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		7			20	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)		2	2			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	2%	8%	8%	9%	7%
Adj. Flow (vph)	114	88	109	1293	957	139
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	88	109	1293	1096	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

Lane Group	 EBL	 EBR	 NBL	 NBT	 SBT	 SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	2					
Act Effct Green (s)	9.3	24.2	39.1	42.5	23.6	
Actuated g/C Ratio	0.16	0.40	0.65	0.71	0.39	
v/c Ratio	0.23	0.14	0.22	0.54	0.85	
Control Delay	22.9	8.6	5.8	7.7	29.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.9	8.6	5.8	7.7	29.1	
LOS	C	A	A	A	C	
Approach Delay	16.7			7.5	29.1	
Approach LOS	B			A	C	
Queue Length 50th (ft)	19	15	9	103	192	
Queue Length 95th (ft)	37	35	40	272	#428	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1320	752	546	2373	1291	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.12	0.20	0.54	0.85	















Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 59.9
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 17.0
 Intersection Capacity Utilization 53.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	22	25	19	1329	1082	31
Future Volume (vph)	22	25	19	1329	1082	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor		0.99	1.00		1.00	
Frt		0.850			0.996	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1583	1615	1703	4759	3265	0
Flt Permitted	0.950		0.166			
Satd. Flow (perm)	1583	1595	297	4759	3265	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		27			3	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			7			7
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	6%	9%	10%	10%
Adj. Flow (vph)	23	27	20	1414	1151	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	27	20	1414	1184	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3	1 2			
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	2	2				
Act Effct Green (s)	10.3	10.3	35.4	44.2	24.1	
Actuated g/C Ratio	0.18	0.18	0.61	0.76	0.41	
v/c Ratio	0.08	0.09	0.04	0.39	0.88	
Control Delay	19.3	8.2	8.8	6.4	32.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.3	8.2	8.8	6.4	32.6	
LOS	B	A	A	A	C	
Approach Delay	13.3			6.5	32.6	
Approach LOS	B			A	C	
Queue Length 50th (ft)	8	0	2	68	205	
Queue Length 95th (ft)	21	15	15	213	#576	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	749	769	569	3706	1353	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.03	0.04	0.04	0.38	0.88	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 58.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 18.2
 Intersection Capacity Utilization 45.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Intersection LOS: B
 ICU Level of Service A

Queue shown is maximum after two cycles.

Splits and Phases: 56: Merrick Ave & Privado Rd



Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	724	151	350	1474	251	243	323	80	68	224	38
Future Volume (vph)	105	724	151	350	1474	251	243	323	80	68	224	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98		0.99			1.00	
Frt			0.850			0.850		0.970			0.984	
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1547	4803	1311	1620	4893	1334	1477	1554	0	0	1629	0
Flt Permitted	0.950			0.950			0.451				0.486	
Satd. Flow (perm)	1546	4803	1280	1619	4893	1306	701	1554	0	0	799	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						197		14			8	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)	1		1	1		1			21	21		
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	8%	15%	4%	6%	13%	10%	5%	11%	38%	8%	3%
Adj. Flow (vph)	113	778	162	376	1585	270	261	347	86	73	241	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	778	162	376	1585	270	261	433	0	0	355	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	31.0	31.0	24.0	44.0	44.0	35.0	35.0		35.0	35.0	
Total Split (%)	12.2%	34.4%	34.4%	26.7%	48.9%	48.9%	38.9%	38.9%		38.9%	38.9%	
Maximum Green (s)	6.0	23.6	23.6	19.0	36.6	36.6	28.2	28.2		28.2	28.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	6.0	23.6	23.6	19.0	36.6	36.6	28.2	28.2				28.2
Actuated g/C Ratio	0.07	0.26	0.26	0.21	0.41	0.41	0.31	0.31				0.31
v/c Ratio	1.10	0.62	0.48	1.10	0.80	0.42	1.19	0.87				1.39
Control Delay	159.7	31.8	33.8	113.7	27.2	7.8	153.5	48.6				226.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	159.7	31.8	33.8	113.7	27.2	7.8	153.5	48.6				226.7
LOS	F	C	C	F	C	A	F	D				F
Approach Delay		45.8			39.4			88.1				226.7
Approach LOS		D			D			F				F
Queue Length 50th (ft)	~73	142	78	~245	282	26	~181	224				~271
Queue Length 95th (ft)	#180	184	140	#417	342	83	#330	#398				#443
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	103	1259	335	342	1989	647	219	496				255
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	1.10	0.62	0.48	1.10	0.80	0.42	1.19	0.87				1.39

Intersection Summary

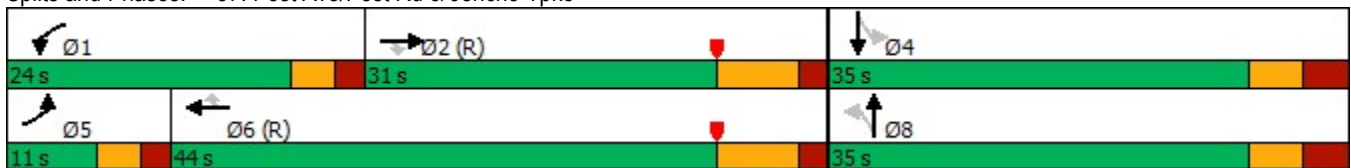
Area Type: Other

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.39
 Intersection Signal Delay: 64.1
 Intersection Capacity Utilization 103.3%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service G




















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













Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke



Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

FB NB weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	141	20	44	68	321	11	900	55	139	415	20
Future Volume (vph)	86	141	20	44	68	321	11	900	55	139	415	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.99					1.00	
Frt		0.989				0.850		0.991			0.993	
Flt Protected		0.983			0.981		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1680	1553	1624	3295	0	1518	3019	0
Flt Permitted		0.837			0.811		0.486			0.193		
Satd. Flow (perm)	0	1490	0	0	1388	1533	831	3295	0	308	3019	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				341		9			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	1		1	1		1						
Confl. Bikes (#/hr)			3									1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	9%	4%	0%	0%	12%	4%	0%	5%	4%	7%	11%	5%
Adj. Flow (vph)	91	150	21	47	72	341	12	957	59	148	441	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	262	0	0	119	341	12	1016	0	148	462	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	0	0		0	0	0						
Act Effct Green (s)		14.8			14.8	14.8	20.8	20.8		27.6	29.0	
Actuated g/C Ratio		0.27			0.27	0.27	0.38	0.38		0.50	0.53	
v/c Ratio		0.65			0.32	0.52	0.04	0.82		0.51	0.29	
Control Delay		26.1			19.3	5.4	16.2	26.4		14.1	8.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		26.1			19.3	5.4	16.2	26.4		14.1	8.5	
LOS		C			B	A	B	C		B	A	
Approach Delay		26.1			9.0			26.2			9.8	
Approach LOS		C			A			C			A	
Queue Length 50th (ft)		75			32	0	3	160		21	38	
Queue Length 95th (ft)		150			73	50	15	#363		60	82	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		648			600	856	312	1244		392	1591	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.40			0.20	0.40	0.04	0.82		0.38	0.29	

Intersection Summary










Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 55.2
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.82

Intersection Signal Delay: 18.6
Intersection Capacity Utilization 73.9%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection LOS: B
ICU Level of Service D

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	202	234	84	235	101
Future Volume (vph)	9	202	234	84	235	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.871		0.964			
Flt Protected	0.998					0.966
Satd. Flow (prot)	1508	0	1892	0	0	1738
Flt Permitted	0.998					0.966
Satd. Flow (perm)	1508	0	1892	0	0	1738
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)	3	1		5	5	
Confl. Bikes (#/hr)				4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	22%	9%	7%	5%	10%	7%
Adj. Flow (vph)	10	227	263	94	264	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	237	0	357	0	0	377
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 59.0% ICU Level of Service B
 Analysis Period (min) 15



















HCM Unsignalized Intersection Capacity Analysis
 59: Main St & Meadow St













FB NB weekday AM peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	202	234	84	235	101
Future Volume (Veh/h)	9	202	234	84	235	101
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	10	227	263	94	264	113
Pedestrians	5		3			1
Lane Width (ft)	12.0		15.0			13.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.96					
vC, conflicting volume	959	316			362	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	935	316			362	
tC, single (s)	6.6	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.7	3.4			2.3	
p0 queue free %	95	68			77	
cM capacity (veh/h)	198	704			1148	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	237	357	377			
Volume Left	10	0	264			
Volume Right	227	94	0			
cSH	636	1700	1148			
Volume to Capacity	0.37	0.21	0.23			
Queue Length 95th (ft)	43	0	22			
Control Delay (s)	14.0	0.0	7.0			
Lane LOS	B		A			
Approach Delay (s)	14.0	0.0	7.0			
Approach LOS	B					
Intersection Summary						
Average Delay			6.1			
Intersection Capacity Utilization			59.0%		ICU Level of Service	B
Analysis Period (min)			15			

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

FB NB weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	158	52	9	123	29	56	514	32	7	165	34
Future Volume (vph)	57	158	52	9	123	29	56	514	32	7	165	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00	0.97		1.00	0.98
Frt		0.974			0.975				0.850			0.850
Flt Protected		0.989			0.997			0.995			0.998	
Satd. Flow (prot)	0	1694	0	0	1702	0	0	1700	1429	0	1702	1277
Flt Permitted		0.882			0.972			0.950			0.974	
Satd. Flow (perm)	0	1509	0	0	1659	0	0	1622	1388	0	1661	1246
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		27							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	6		6	6		6	3		3	3		3
Confl. Bikes (#/hr)			1						4			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	8%	4%	0%	9%	7%	2%	4%	13%	29%	3%	18%
Adj. Flow (vph)	60	166	55	9	129	31	59	541	34	7	174	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	281	0	0	169	0	0	600	34	0	181	36
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

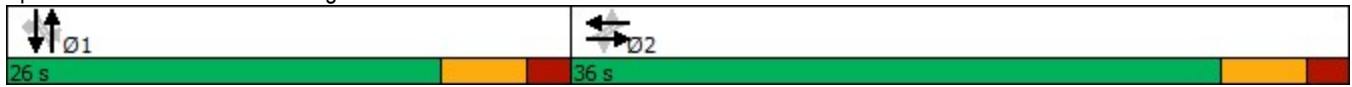
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)		12.9			12.9			20.1	20.1		20.1	20.1
Actuated g/C Ratio		0.29			0.29			0.45	0.45		0.45	0.45
v/c Ratio		0.63			0.36			0.83	0.05		0.24	0.06
Control Delay		19.1			14.7			26.0	2.7		10.0	2.9
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		19.1			14.7			26.0	2.7		10.0	2.9
LOS		B			B			C	A		A	A
Approach Delay		19.1			14.7			24.8			8.8	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)		55			34			116	0		25	0
Queue Length 95th (ft)		111			69			#354	9		74	10
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1020			1111			724	649		741	585
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.28			0.15			0.83	0.05		0.24	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 45.1
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 19.6
 Intersection Capacity Utilization 92.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service F

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

Splits and Phases: 60: Washington Ave & Meadow St



Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	65	28	8	67	23	85	947	13	8	394	52
Future Volume (vph)	82	65	28	8	67	23	85	947	13	8	394	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.978			0.969			0.998			0.983	
Flt Protected		0.977			0.996			0.996			0.999	
Satd. Flow (prot)	0	1708	0	0	1737	0	0	3409	0	0	3164	0
Flt Permitted		0.799			0.954			0.864			0.929	
Satd. Flow (perm)	0	1396	0	0	1663	0	0	2957	0	0	2942	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			24			3			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	2		4	4		2	2		6	6		2
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	6%	15%	0%	6%	5%	6%	5%	17%	13%	13%	2%
Adj. Flow (vph)	87	69	30	9	71	24	90	1007	14	9	419	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	0	0	104	0	0	1111	0	0	483	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB NB weekday AM peak hour
05/23/2024










Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	3	3		3	3							
Act Effct Green (s)		11.0			11.0			24.6			24.6	
Actuated g/C Ratio		0.25			0.25			0.57			0.57	
v/c Ratio		0.50			0.24			0.66			0.29	
Control Delay		16.7			11.2			14.5			8.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.7			11.2			14.5			8.1	
LOS		B			B			B			A	
Approach Delay		16.7			11.2			14.5			8.1	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		34			15			100			30	
Queue Length 95th (ft)		73			40			#298			84	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		754			897			1675			1677	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.12			0.66			0.29	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 43.5
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 12.9
 Intersection Capacity Utilization 77.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 61: Clinton St & Meadow St












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	4	60	20	6	51	7
Future Volume (vph)	4	60	20	6	51	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.873				0.983	
Flt Protected				0.963	0.958	
Satd. Flow (prot)	1515	0	0	1633	1755	0
Flt Permitted				0.963	0.958	
Satd. Flow (perm)	1515	0	0	1633	1755	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)		10	10		1	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	50%	7%	0%	50%	10%	0%
Adj. Flow (vph)	4	66	22	7	56	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	0	0	29	64	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
62: Lindbergh St & Meadow St

FB NB weekday AM peak hour
05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	4	60	20	6	51	7
Future Volume (Veh/h)	4	60	20	6	51	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	4	66	22	7	56	8
Pedestrians	1			3	10	
Lane Width (ft)	12.0			12.0	14.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			80		99	50
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			80		99	50
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			99		93	99
cM capacity (veh/h)			1514		857	1010
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	70	29	64			
Volume Left	0	22	56			
Volume Right	66	0	8			
cSH	1700	1514	874			
Volume to Capacity	0.04	0.01	0.07			
Queue Length 95th (ft)	0	1	6			
Control Delay (s)	0.0	5.7	9.4			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.7	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			19.0%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	600	330	47	79	8
Future Volume (vph)	1	600	330	47	79	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.983		0.988	
Flt Protected					0.956	
Satd. Flow (prot)	0	1827	1706	0	1747	0
Flt Permitted					0.956	
Satd. Flow (perm)	0	1827	1706	0	1747	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	3			3		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	4%	9%	13%	3%	0%
Adj. Flow (vph)	1	690	379	54	91	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	691	433	0	100	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 43.9% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 63: Westbury Blvd & Lindbergh St

FB NB weekday AM peak hour
 05/23/2024













						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	600	330	47	79	8
Future Volume (Veh/h)	1	600	330	47	79	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	1	690	379	54	91	9
Pedestrians					3	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	436				1101	409
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	436				1101	409
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				61	99
cM capacity (veh/h)	1131				233	645
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	691	433	100			
Volume Left	1	0	91			
Volume Right	0	54	9			
cSH	1131	1700	247			
Volume to Capacity	0.00	0.25	0.41			
Queue Length 95th (ft)	0	0	46			
Control Delay (s)	0.0	0.0	29.2			
Lane LOS	A		D			
Approach Delay (s)	0.0	0.0	29.2			
Approach LOS			D			
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			43.9%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
64: Oak Street & Westbury Blvd/Meadow St

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	324	355	51	81	248	111	4	42	452	115	1	36
Future Volume (vph)	324	355	51	81	248	111	4	42	452	115	1	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	12	10
Storage Length (ft)	55		0	0		0		85		95		135
Storage Lanes	1		0	0		1		1		1		1
Taper Length (ft)	25			0				110				85
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00			1.00	0.99		1.00		0.98		1.00
Frt		0.981				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1694	1688	0	0	1716	1396	0	1481	3202	1459	0	1376
Flt Permitted	0.488				0.733			0.606				0.356
Satd. Flow (perm)	870	1688	0	0	1272	1378	0	944	3202	1436	0	515
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		10				118				122		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	1		10	10		1		1		4		4
Confl. Bikes (#/hr)			5									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	8%	8%	5%	8%	0%	15%	9%	7%	0%	23%
Adj. Flow (vph)	345	378	54	86	264	118	4	45	481	122	1	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	345	432	0	0	350	118	0	49	481	122	0	39
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		11			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	1	1	1	1
Detector Template				Left			Left				Left	
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	20
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	220	70
Future Volume (vph)	220	70
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	2957	1250
Flt Permitted		
Satd. Flow (perm)	2957	1222
Right Turn on Red		Yes
Satd. Flow (RTOR)		74
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	18%	12%
Adj. Flow (vph)	234	74
Shared Lane Traffic (%)		
Lane Group Flow (vph)	234	74
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		
Leading Detector (ft)	160	160
Trailing Detector (ft)	94	154
Detector 1 Position(ft)	154	154
Detector 1 Size(ft)	6	6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4			4				2		1	1
Permitted Phases	4			4		4	2	2		2	6	6
Detector Phase	4	4		4	4	4	2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	13.0	13.0		13.0	13.0	13.0	17.0	17.0	17.0	17.0	2.0	2.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	6.0
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	14.0
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	18.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5			5.5	5.5		4.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	None
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	1	1		1	1	1						
Act Effct Green (s)	25.2	25.2			25.2	25.2		17.4	17.4	17.4		22.7
Actuated g/C Ratio	0.44	0.44			0.44	0.44		0.30	0.30	0.30		0.39
v/c Ratio	0.91	0.58			0.63	0.18		0.17	0.50	0.24		0.14
Control Delay	49.4	17.1			20.9	3.9		18.6	19.6	5.6		11.2
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	49.4	17.1			20.9	3.9		18.6	19.6	5.6		11.2
LOS	D	B			C	A		B	B	A		B
Approach Delay		31.4			16.6				16.9			
Approach LOS		C			B				B			
Queue Length 50th (ft)	88	86			74	0		11	62	0		8
Queue Length 95th (ft)	#296	227			#236	28		40	127	34		22
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55							85		95		135
Base Capacity (vph)	381	746			558	671		414	1405	698		354
Starvation Cap Reductn	0	0			0	0		0	0	0		0
Spillback Cap Reductn	0	0			0	0		0	0	0		0
Storage Cap Reductn	0	0			0	0		0	0	0		0
Reduced v/c Ratio	0.91	0.58			0.63	0.18		0.12	0.34	0.17		0.11

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 57.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	17.0	17.0
Minimum Split (s)	22.5	22.5
Total Split (s)	30.5	30.5
Total Split (%)	40.7%	40.7%
Maximum Green (s)	25.0	25.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	Min	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	21.2	21.2
Actuated g/C Ratio	0.37	0.37
v/c Ratio	0.22	0.15
Control Delay	12.5	3.9
Queue Delay	0.0	0.0
Total Delay	12.5	3.9
LOS	B	A
Approach Delay	10.5	
Approach LOS	B	
Queue Length 50th (ft)	27	0
Queue Length 95th (ft)	47	20
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	2024	859
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.12	0.09
Intersection Summary		

Intersection Signal Delay: 20.9
 Intersection Capacity Utilization 86.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB NB weekday AM peak hour
 05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	16	5	115	1092	19	3	24	1956	41	264	16	8
Future Volume (vph)	16	5	115	1092	19	3	24	1956	41	264	16	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.98	0.98	
Frt				0.997				0.995		0.850		
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	4927	0	0	1743	4736	0	1389	1715	0
Flt Permitted			0.950				0.950				0.651	
Satd. Flow (perm)	0	0	1800	4927	0	0	1738	4736	0	1366	1151	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				3								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		9	9		6		6		9	9	15	15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	4%	3%	1%	0%	0%	0%
Adj. Flow (vph)	17	5	122	1162	20	3	26	2081	44	281	17	9
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	144	1182	0	0	29	2153	0	253	15	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	1	1	1	2		0	1	2		1	1	1
Detector Template	Left	Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
Trailing Detector (ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Size(ft)	20	20	20	6		0	20	6		20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94				94				
Detector 2 Size(ft)				6				6				
Detector 2 Type				Cl+Ex				Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)				0.0				0.0				

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	83	23	72	35	31
Future Volume (vph)	83	23	72	35	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	0.99			0.99	
Frt	0.971			0.966	
Flt Protected	0.996			0.974	
Satd. Flow (prot)	1712	0	0	3301	0
Flt Permitted	0.957			0.659	
Satd. Flow (perm)	1635	0	0	2232	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	6				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)		1	1		15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	5%	1%	6%	0%
Adj. Flow (vph)	88	24	77	37	33
Shared Lane Traffic (%)					
Lane Group Flow (vph)	123	0	0	147	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	Cl+Ex			Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	

Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB NB weekday AM peak hour
05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm
Protected Phases	5	5	5	2		1	1	6				
Permitted Phases										6	4	4
Detector Phase	5	5	5	2		1	1	6		6	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0
Total Split (s)	24.0	24.0	24.0	119.0		24.0	24.0	119.0		119.0	37.0	37.0
Total Split (%)	13.3%	13.3%	13.3%	66.1%		13.3%	13.3%	66.1%		66.1%	20.6%	20.6%
Maximum Green (s)	19.0	19.0	19.0	112.0		19.0	19.0	112.0		112.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			18.6	136.3		7.6	123.3			123.3	19.1	
Actuated g/C Ratio			0.10	0.76		0.04	0.68			0.68	0.11	
v/c Ratio			0.77	0.32		0.40	0.66			0.27	0.12	
Control Delay			129.6	2.9		98.9	18.7			13.1	71.2	
Queue Delay			0.0	0.0		0.0	0.0			0.0	0.0	
Total Delay			129.6	2.9		98.9	18.7			13.1	71.2	
LOS			F	A		F	B			B	E	
Approach Delay				16.6			19.1					
Approach LOS				B			B					
Queue Length 50th (ft)			171	77		34	544			127	16	
Queue Length 95th (ft)			#285	86		73	712			220	42	
Internal Link Dist (ft)				1126			408					
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			200	3731		183	3244			935	191	
Starvation Cap Reductn			0	0		0	0			0	0	
Spillback Cap Reductn			0	0		0	0			0	0	
Storage Cap Reductn			0	0		0	0			0	0	
Reduced v/c Ratio			0.72	0.32		0.16	0.66			0.27	0.08	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 34 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 23.2
 Intersection LOS: C

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		39.0	39.0	
Total Split (s)	37.0		37.0	37.0	
Total Split (%)	20.6%		20.6%	20.6%	
Maximum Green (s)	30.0		30.0	30.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			25.0	25.0	
Pedestrian Calls (#/hr)			3	3	
Act Effct Green (s)	19.1			19.1	
Actuated g/C Ratio	0.11			0.11	
v/c Ratio	0.69			0.62	
Control Delay	91.9			87.3	
Queue Delay	0.0			0.0	
Total Delay	91.9			87.3	
LOS	F			F	
Approach Delay	89.7			87.3	
Approach LOS	F			F	
Queue Length 50th (ft)	144			89	
Queue Length 95th (ft)	212			123	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	277			372	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.44			0.40	
Intersection Summary					

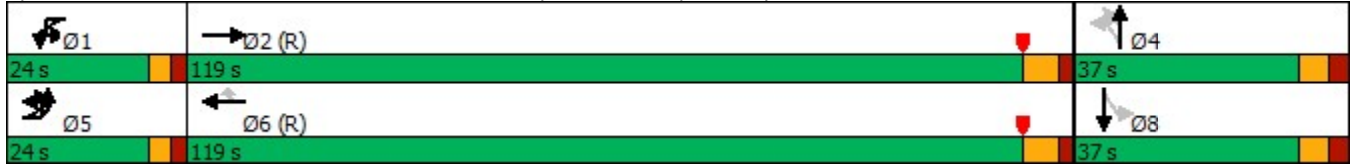
Intersection Capacity Utilization 81.0%







ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke









						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	658	0	0	1305	0	556
Future Volume (vph)	658	0	0	1305	0	556
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Flt						0.850
Flt Protected						
Satd. Flow (prot)	3374	0	0	4631	0	2538
Flt Permitted						
Satd. Flow (perm)	3374	0	0	4631	0	2538
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	0%	12%	0%	12%
Adj. Flow (vph)	700	0	0	1388	0	591
Shared Lane Traffic (%)						
Lane Group Flow (vph)	700	0	0	1388	0	591
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 44.3% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 82: Peninsula Blvd & Fulton Ave

FB NB weekday AM peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	658	0	0	1305	0	556	
Future Volume (Veh/h)	658	0	0	1305	0	556	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly flow rate (vph)	700	0	0	1388	0	591	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)	171						
pX, platoon unblocked			0.81		0.81	0.81	
vC, conflicting volume			700		1163	350	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			173		742	0	
tC, single (s)			4.1		6.8	7.1	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.4	
p0 queue free %			100		100	31	
cM capacity (veh/h)			1152		289	857	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	350	350	463	463	463	296	296
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	296	296
cSH	1700	1700	1700	1700	1700	857	857
Volume to Capacity	0.21	0.21	0.27	0.27	0.27	0.34	0.34
Queue Length 95th (ft)	0	0	0	0	0	39	39
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.4	11.4
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			11.4	
Approach LOS						B	
Intersection Summary							
Average Delay			2.5				
Intersection Capacity Utilization			44.3%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	381	556	0	882						
Future Volume (vph)	0	0	381	556	0	882						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.939	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3027	1312	0	3252						
Flt Permitted												
Satd. Flow (perm)	0	0	3027	1312	0	3252						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			187	373								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	4%	12%	0%	11%						
Adj. Flow (vph)	0	0	482	704	0	1116						
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	813	373	0	1116						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												











Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	14.0
Total Split (s)							31.0	50.0	39.0	31.0	50.0	39.0
Total Split (%)							26%	42%	33%	26%	42%	33%
Maximum Green (s)							26.0	44.0	33.0	26.0	44.0	33.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								3				1
Act Effct Green (s)			79.3	79.3								120.0
Actuated g/C Ratio			0.66	0.66								1.00
v/c Ratio			0.39	0.38								0.34
Control Delay			8.5	2.4								0.2
Queue Delay			0.0	0.0								0.0
Total Delay			8.5	2.4								0.2
LOS			A	A								A
Approach Delay			6.6									0.2
Approach LOS			A									A
Queue Length 50th (ft)			96	0								0
Queue Length 95th (ft)			157	21								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			2053	990								3205
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			115	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.42	0.38								0.35

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 31 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 3.5
 Intersection Capacity Utilization 28.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd









								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations								
Traffic Volume (vph)	0	0	0	1638	0	0	0	558
Future Volume (vph)	0	0	0	1638	0	0	0	558
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.64
Frt								0.850
Flt Protected								
Satd. Flow (prot)	0	0	0	6408	0	1900	0	3864
Flt Permitted								
Satd. Flow (perm)	0	0	0	6408	0	1900	0	3864
Link Speed (mph)	30			50	30		50	
Link Distance (ft)	446			646	343		189	
Travel Time (s)	10.1			8.8	7.8		2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	0	1780	0	0	0	607
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	1780	0	0	0	607
Enter Blocked Intersection	No	No	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	R NA	Left	Left
Median Width(ft)	30			40	4		40	
Link Offset(ft)	0			0	0		0	
Crosswalk Width(ft)	16			16	16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9	50	50
Sign Control	Stop			Free	Stop		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 27.1% ICU Level of Service A
 Analysis Period (min) 15










Intersection has too many legs for HCM analysis.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	583	0	0	0	1987
Future Volume (vph)	0	583	0	0	0	1987
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Fr _t						0.850
Fl _t Protected						
Satd. Flow (prot)	0	6108	0	0	0	4053
Fl _t Permitted						
Satd. Flow (perm)	0	6108	0	0	0	4053
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	0%	7%	0%	0%	0%	2%
Adj. Flow (vph)	0	799	0	0	0	2722
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	799	0	0	0	2722
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 49.9% ICU Level of Service A
 Analysis Period (min) 15











Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	625			233	378	
Travel Time (s)	14.2			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd

FB NB weekday AM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 402: James Doolittle Blvd & Exist Hotel Access

FB NB weekday AM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	288	
Travel Time (s)	3.3			9.4	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 403: James Doolittle Blvd & Marriott Drwy

FB NB weekday AM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			













						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	296			288	191	
Travel Time (s)	6.7			6.5	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

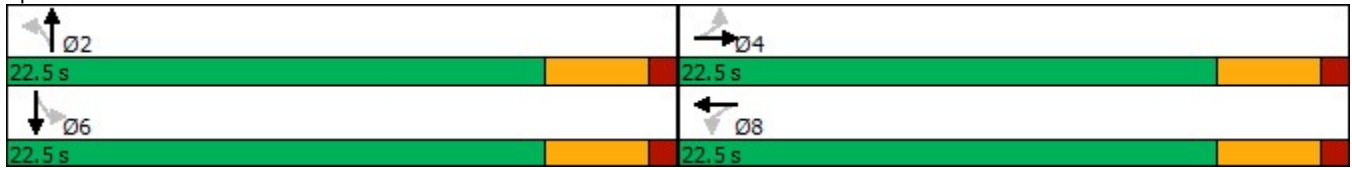
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			625			299			504	
Travel Time (s)		5.4			14.2			6.8			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			16			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		159			545			219			424	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												







Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Fr						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	1863	1770	1770
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	1863	1770	1770
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	337			454	230	
Travel Time (s)	7.7			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						0%
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			16	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split			pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	












						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	24.5	24.5	24.5	22.5	
Total Split (%)	32.9%	35.0%	35.0%	35.0%	32.1%	
Maximum Green (s)	18.5	20.0	20.0	20.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	257			374	150	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 20
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 408: East Dr/Sands Ave & North Dr














						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15




















HCM Unsignalized Intersection Capacity Analysis
 409: Sands Ave & Parking E

FB NB weekday AM peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	0	0	0	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 410: MSK Entrance & Garage C & West Dr

FB NB weekday AM peak hour
 05/23/2024



















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	9	0	0	0	137	0	0	0	0	0
Future Volume (vph)	0	0	9	0	0	0	137	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865										
Flt Protected							0.950					
Satd. Flow (prot)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			395	
Travel Time (s)		2.8			3.6			7.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	10	0	0	0	149	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	0	0	149	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 17.6%
 Analysis Period (min) 15
 ICU Level of Service A

















HCM Unsignalized Intersection Capacity Analysis
 410: MSK Entrance & Garage C & West Dr

FB NB weekday AM peak hour
 05/23/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	9	0	0	0	137	0	0	0	0	0
Future Volume (Veh/h)	0	0	9	0	0	0	137	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	10	0	0	0	149	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								348				
pX, platoon unblocked												
vC, conflicting volume	298	298	0	308	298	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	298	298	0	308	298	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	91			100		
cM capacity (veh/h)	608	558	1085	594	558	1085	1623			1623		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	10	0	149	0	0	0						
Volume Left	0	0	149	0	0	0						
Volume Right	10	0	0	0	0	0						
cSH	1085	1700	1623	1700	1700	1700						
Volume to Capacity	0.01	0.00	0.09	0.00	0.00	0.00						
Queue Length 95th (ft)	1	0	8	0	0	0						
Control Delay (s)	8.3	0.0	7.4	0.0	0.0	0.0						
Lane LOS	A	A	A									
Approach Delay (s)	8.3	0.0	7.4		0.0							
Approach LOS	A	A										
Intersection Summary												
Average Delay			7.5									
Intersection Capacity Utilization			17.6%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
412: West Dr & South Dr

FB NB weekday AM peak hour
05/23/2024

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		155			271			395			225	
Travel Time (s)		3.5			6.2			9.0			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 ICU Level of Service A










HCM Unsignalized Intersection Capacity Analysis
 412: West Dr & South Dr

FB NB weekday AM peak hour
 05/23/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total (vph)	0	0	0	0	0	0	0					
Volume Left (vph)	0	0	0	0	0	0	0					
Volume Right (vph)	0	0	0	0	0	0	0					
Hadj (s)	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Departure Headway (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Degree Utilization, x	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Capacity (veh/h)	806	806	806	806	806	806	806					
Control Delay (s)	6.3	6.3	6.3	6.3	6.3	6.3	7.5					
Approach Delay (s)	0.0		0.0		0.0		0.0					
Approach LOS	A		A		A		A					










Intersection Summary










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

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	112	0	0	22	0	0
Future Volume (vph)	112	0	0	22	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	122	0	0	24	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	0	24	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	112	0	0	22	0	0
Future Volume (Veh/h)	112	0	0	22	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	122	0	0	24	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	221					
pX, platoon unblocked						
vC, conflicting volume			122		134	61
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			122		134	61
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1463		846	991
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	81	41	12	12	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.05	0.02	0.01	0.01	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	112	0	0	22	0	0
Future Volume (vph)	112	0	0	22	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	1863	0
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	122	0	0	24	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	0	24	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 414: MSK Dock & South Dr

FB NB weekday AM peak hour
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	112	0	0	22	0	0
Future Volume (Veh/h)	112	0	0	22	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	122	0	0	24	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	408					
pX, platoon unblocked						
vC, conflicting volume			122		134	61
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			122		134	61
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1463		846	991
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	81	41	12	12	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.05	0.02	0.01	0.01	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	112	0	0	22	0
Future Volume (vph)	0	112	0	0	22	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.850					
Flt Protected					0.950	
Satd. Flow (prot)	2895	0	0	3539	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	2895	0	0	3539	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	87			155	141	
Travel Time (s)	2.0			3.5	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	3%	2%
Adj. Flow (vph)	0	122	0	0	24	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.6% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 415: MSK Garage & South Dr

FB NB weekday AM peak hour
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	112	0	0	22	0
Future Volume (Veh/h)	0	112	0	0	22	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	122	0	0	24	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	495					
pX, platoon unblocked						
vC, conflicting volume			122		61	61
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			122		61	61
tC, single (s)			4.1		6.9	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1463		935	991
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	122	0	0	24	
Volume Left	0	0	0	0	24	
Volume Right	0	122	0	0	0	
cSH	1700	1700	1700	1700	935	
Volume to Capacity	0.00	0.07	0.00	0.00	0.03	
Queue Length 95th (ft)	0	0	0	0	2	
Control Delay (s)	0.0	0.0	0.0	0.0	9.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		9.0	
Approach LOS					A	
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			13.6%		ICU Level of Service	A
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Fr												
Flt Protected												
Satd. Flow (prot)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Flt Permitted												
Satd. Flow (perm)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		459			507			346			247	
Travel Time (s)		10.4			11.5			7.9			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										0%		0%
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			4			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type			Perm				Perm		Perm	Perm		Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

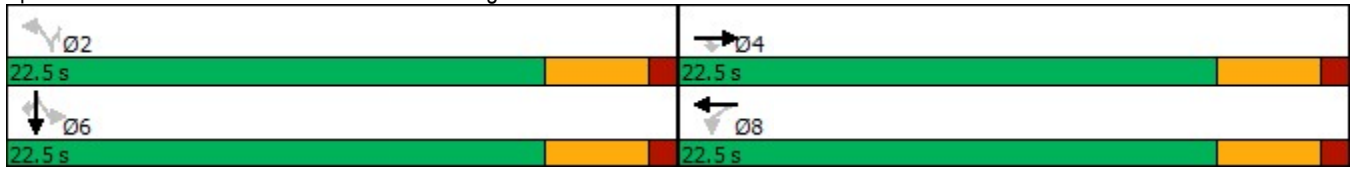
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		379			427			266			167	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												










Intersection Summary







Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	3539	3390	1695	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	3390	1695	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		507	337		103	
Travel Time (s)		11.5	7.7		2.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)				0%		
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type				Perm		
Protected Phases	1	12	2			
Permitted Phases	2			2		

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	12.0		28.0	28.0		
Total Split (%)	30.0%		70.0%	70.0%		
Maximum Green (s)	7.5		23.5	23.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		Min	Min		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)		427	257		23	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 25
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15




















Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance



Lanes, Volumes, Timings
420: Washington St & W Columbus St/Driveway

FB NB weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	2	133	0	0	0	242	491	5	4	308	78
Future Volume (vph)	60	2	133	0	0	0	242	491	5	4	308	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99				1.00	1.00			0.99	1.00
Frt			0.850					0.998			0.973	
Flt Protected		0.954					0.950				0.999	
Satd. Flow (prot)	0	1502	1150	0	1739	0	1546	1841	0	0	1859	0
Flt Permitted		0.732					0.461				0.993	
Satd. Flow (perm)	0	1144	1133	0	1739	0	748	1841	0	0	1847	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153					1			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	4		2	2		4	6		22	22		6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	13%	0%	18%	2%	2%	2%	9%	3%	0%	0%	5%	7%
Parking (#/hr)			0									
Adj. Flow (vph)	69	2	153	0	0	0	278	564	6	5	354	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	153	0	0	0	278	570	0	0	449	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

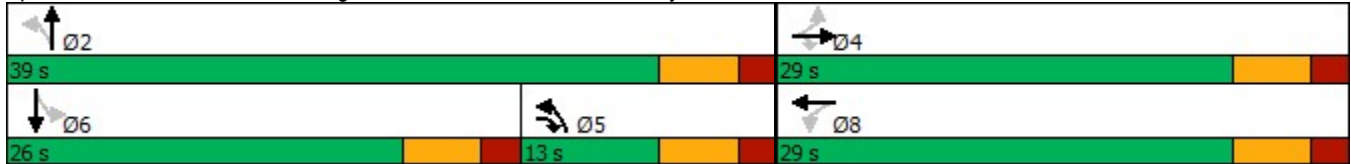
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA	pm+ov				pm+pt	NA		Perm	NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	2	2										
Act Effct Green (s)		11.8	13.8				34.3	37.4			20.8	
Actuated g/C Ratio		0.23	0.27				0.68	0.74			0.41	
v/c Ratio		0.26	0.36				0.45	0.42			0.58	
Control Delay		20.9	4.7				11.6	7.7			18.5	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		20.9	4.7				11.6	7.7			18.5	
LOS		C	A				B	A			B	
Approach Delay		9.8						9.0			18.5	
Approach LOS		A						A			B	
Queue Length 50th (ft)		20	0				38	91			113	
Queue Length 95th (ft)		47	23				101	221			#264	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		544	426				626	1315			776	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.13	0.36				0.44	0.43			0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 50.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58

Intersection Signal Delay: 11.9
 Intersection Capacity Utilization 71.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 420: Washington St & W Columbus St/Driveway











N-2 2030 No-Build Conditions

N-2.2 Weekday PM peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	2296	2049	31	0	26
Future Volume (vph)	0	2296	2049	31	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	5136	5077	0	0	1580
Flt Permitted						
Satd. Flow (perm)	0	5136	5077	0	0	1580
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Peds. (#/hr)	3			3		3
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	2%	0%	0%	4%
Adj. Flow (vph)	0	2443	2180	33	0	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2443	2213	0	0	28
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 55.3% ICU Level of Service B
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

FB NB Weekday PM peak hour
 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↗	
Traffic Volume (veh/h)	0	2296	2049	31	0	26	
Future Volume (Veh/h)	0	2296	2049	31	0	26	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly flow rate (vph)	0	2443	2180	33	0	28	
Pedestrians		3			3		
Lane Width (ft)		12.0			12.0		
Walking Speed (ft/s)		3.5			3.5		
Percent Blockage		0			0		
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.69		
vC, conflicting volume	2183				3014	749	
vC1, stage 1 conf vol					2200		
vC2, stage 2 conf vol					814		
vCu, unblocked vol	2183				2333	749	
tC, single (s)	4.1				6.8	7.0	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	92	
cM capacity (veh/h)	246				62	348	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	814	814	814	872	872	469	28
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	33	28
cSH	1700	1700	1700	1700	1700	1700	348
Volume to Capacity	0.48	0.48	0.48	0.51	0.51	0.28	0.08
Queue Length 95th (ft)	0	0	0	0	0	0	7
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	16.3
Lane LOS							C
Approach Delay (s)	0.0			0.0			16.3
Approach LOS							C
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utilization			55.3%		ICU Level of Service		B
Analysis Period (min)			15				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	19	1	1673	382	46	364	1653	11	251	3	559	18
Future Volume (vph)	19	1	1673	382	46	364	1653	11	251	3	559	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Ped Bike Factor		1.00		0.99		1.00	1.00	0.99	1.00	1.00		
Fr t				0.850				0.850		0.879	0.850	
Flt Protected		0.950				0.950			0.950	0.991		0.950
Satd. Flow (prot)	0	3385	5085	1605	0	3326	4806	1435	1632	2826	1470	1369
Flt Permitted		0.950				0.950			0.950	0.991		0.950
Satd. Flow (perm)	0	3384	5085	1582	0	3323	4806	1416	1630	2826	1470	1369
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		3		7		7		3	1			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	4%	0%	2%	2%	0%	4%	0%	0%	12%
Adj. Flow (vph)	20	1	1780	406	49	387	1759	12	267	3	595	19
Shared Lane Traffic (%)								10%	25%		50%	40%
Lane Group Flow (vph)	0	21	1780	406	0	436	1760	11	200	368	297	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	15	1
Future Volume (vph)	15	1
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor		
Frt		0.850
Flt Protected	0.984	
Satd. Flow (prot)	2886	1421
Flt Permitted	0.984	
Satd. Flow (perm)	2886	1421
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	16	1
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	24	1
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	44.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		5.6	54.5	160.0		22.5	75.8	160.0	46.9	46.9	46.9	13.1
Actuated g/C Ratio		0.04	0.34	1.00		0.14	0.47	1.00	0.29	0.29	0.29	0.08
v/c Ratio		0.18	1.03	0.26		0.93	0.77	0.01	0.42	0.44	0.69	0.10
Control Delay		87.3	54.3	0.3		94.7	38.7	0.0	51.2	49.7	58.9	63.1
Queue Delay		0.0	5.2	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		87.3	59.5	0.3		94.7	38.7	0.0	51.2	49.7	58.9	63.1
LOS		F	E	A		F	D	A	D	D	E	E
Approach Delay			48.9				49.6			53.2		
Approach LOS			D				D			D		
Queue Length 50th (ft)		10	~730	0		235	615	0	185	182	304	12
Queue Length 95th (ft)		m15	#810	0		#335	694	0	#458	#398	#738	30
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		486	1731	1582		478	2276	1416	478	828	430	316
Starvation Cap Reductn		0	24	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.04	1.04	0.26		0.91	0.77	0.01	0.42	0.44	0.69	0.03

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	28.1%	28.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	13.1	13.1
Actuated g/C Ratio	0.08	0.08
v/c Ratio	0.10	0.01
Control Delay	63.5	57.0
Queue Delay	0.0	0.0
Total Delay	63.5	57.0
LOS	E	E
Approach Delay	63.2	
Approach LOS	E	
Queue Length 50th (ft)	14	1
Queue Length 95th (ft)	26	7
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	667	328
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.04	0.00
Intersection Summary		

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 50.0

Intersection LOS: D

Intersection Capacity Utilization 98.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.







Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.












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








Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1 29 s	 Ø2 (R) 61 s	 Ø4 45 s	 Ø3 25 s
 Ø5 29 s	 Ø6 (R) 61 s		

Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

FB NB Weekday PM peak hour
 05/23/2024

								Ø1
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations								
Traffic Volume (vph)	4	2008	50	165	1760	56	67	
Future Volume (vph)	4	2008	50	165	1760	56	67	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	15	15	
Storage Length (ft)	0		0	150		0	0	
Storage Lanes	0		0	1		1	0	
Taper Length (ft)	0			75		0		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00		0.99		0.99		
Frt		0.996				0.926		
Flt Protected				0.950		0.978		
Satd. Flow (prot)	0	5064	0	1805	6408	1825	0	
Flt Permitted		0.934		0.950		0.978		
Satd. Flow (perm)	0	4729	0	1796	6408	1821	0	
Right Turn on Red			Yes				Yes	
Satd. Flow (RTOR)		5				30		
Link Speed (mph)		50			50	30		
Link Distance (ft)		187			289	350		
Travel Time (s)		2.6			3.9	8.0		
Confl. Peds. (#/hr)			17	17		4	2	
Confl. Bikes (#/hr)			1					
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	2%	
Adj. Flow (vph)	4	2092	52	172	1833	58	70	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	2148	0	172	1833	128	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right	
Median Width(ft)		28			24	15		
Link Offset(ft)		0			0	0		
Crosswalk Width(ft)		36			36	28		
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	15		15	9	
Number of Detectors	1	2		1	2	1		
Detector Template	Left	Thru		Left	Thru	Left		
Leading Detector (ft)	20	100		20	100	20		
Trailing Detector (ft)	0	0		0	0	0		
Detector 1 Position(ft)	0	0		0	0	0		
Detector 1 Size(ft)	20	6		20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)		94			94			
Detector 2 Size(ft)		6			6			
Detector 2 Type		Cl+Ex			Cl+Ex			

Lane Group	 EBU	 EBT	 EBR	 WBL	 WBT	 NBL	 NBR	Ø1
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0			
Turn Type	Perm	NA		Prot	NA	Prot		
Protected Phases		6		5	2	3		1
Permitted Phases	6							
Detector Phase	6	6		5	2	3		
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	17.0	49.7		17.7
Total Split (s)	115.0	115.0		20.0	90.0	25.0		45.0
Total Split (%)	71.9%	71.9%		12.5%	56.3%	15.6%		28%
Maximum Green (s)	108.0	108.0		13.3	83.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		
Total Lost Time (s)		7.0		6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max	None		Min
Walk Time (s)					7.0	7.0		
Flash Dont Walk (s)					18.0	35.0		
Pedestrian Calls (#/hr)					1	6		
Act Effct Green (s)		108.0		17.1	114.1	13.5		
Actuated g/C Ratio		0.68		0.11	0.71	0.08		
v/c Ratio		0.67		0.89	0.40	0.71		
Control Delay		2.2		98.8	4.2	74.6		
Queue Delay		0.3		0.0	0.1	0.1		
Total Delay		2.4		98.8	4.2	74.7		
LOS		A		F	A	E		
Approach Delay		2.4			12.3	74.7		
Approach LOS		A			B	E		
Queue Length 50th (ft)		13		181	93	101		
Queue Length 95th (ft)		0		m#336	52	173		
Internal Link Dist (ft)		107			209	270		
Turn Bay Length (ft)				150				
Base Capacity (vph)		3193		193	4570	224		
Starvation Cap Reductn		1		0	765	0		
Spillback Cap Reductn		380		0	26	2		
Storage Cap Reductn		0		0	0	0		
Reduced v/c Ratio		0.76		0.89	0.48	0.58		

Intersection Summary

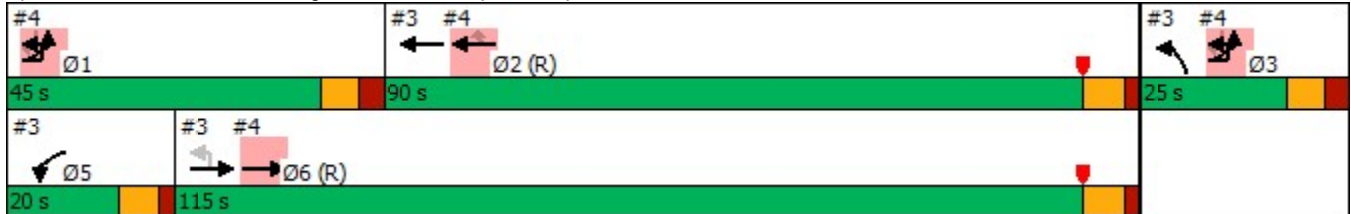
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 9.2
 Intersection Capacity Utilization 92.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service F













- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB NB Weekday PM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	12	2062	1798	22	0	29			
Future Volume (vph)	11	12	2062	1798	22	0	29			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	12	13	2171	1893	23	0	31			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	25	2171	1893	23	0	31			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB NB Weekday PM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	49.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				6	
Act Effct Green (s)		31.2	108.0	114.1	114.1		31.2			
Actuated g/C Ratio		0.20	0.68	0.71	0.71		0.20			
v/c Ratio		0.04	0.63	0.52	0.02		0.05			
Control Delay		50.6	9.1	2.4	2.0		51.0			
Queue Delay		0.0	0.0	0.0	0.0		0.0			
Total Delay		50.6	9.1	2.4	2.0		51.0			
LOS		D	A	A	A		D			
Approach Delay			9.5	2.4		51.0				
Approach LOS			A	A		D				
Queue Length 50th (ft)		12	266	32	1		15			
Queue Length 95th (ft)		m14	m283	51	m4		32			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1222	3432	3626	1173		1024			
Starvation Cap Reductn		0	0	0	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.63	0.52	0.02		0.03			

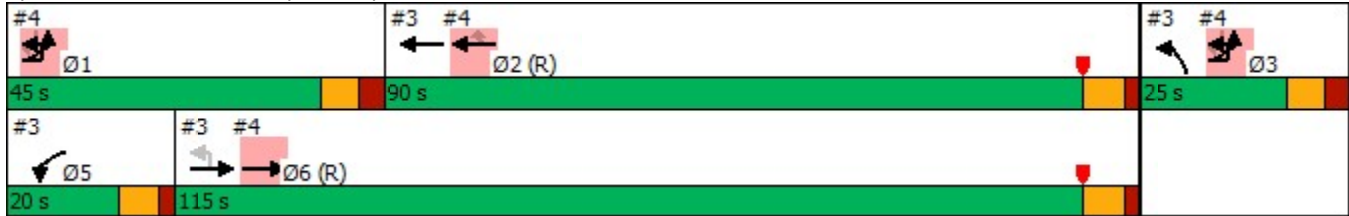
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89

Intersection Signal Delay: 6.5
 Intersection Capacity Utilization 60.4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	206	1315	91	59	270	1363	146	115	239	133	501
Future Volume (vph)	3	206	1315	91	59	270	1363	146	115	239	133	501
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	0.99		1.00
Frt				0.850				0.850		0.948		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3144	5085	1463	0	3461	5085	1531	1527	3158	0	1572
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	5085	1436	0	3455	5085	1510	1516	3157	0	1571
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		5		5		4	14		1	1
Confl. Bikes (#/hr)				1				2			2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	2%	3%	2%	1%	2%	2%	4%	2%	5%	1%
Adj. Flow (vph)	3	217	1384	96	62	284	1435	154	121	252	140	527
Shared Lane Traffic (%)									10%			44%
Lane Group Flow (vph)	0	220	1384	96	0	346	1435	154	109	404	0	295
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	334	229
Future Volume (vph)	334	229
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.97
Frt	0.994	0.850
Flt Protected	0.981	
Satd. Flow (prot)	3029	1407
Flt Permitted	0.981	
Satd. Flow (perm)	3028	1367
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	352	241
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	608	217
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	44.0	44.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0		7.0	7.0		8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			5	5			0					1
Act Effct Green (s)		15.6	53.8	53.8		20.2	58.4	160.0	22.7	22.7		33.3
Actuated g/C Ratio		0.10	0.34	0.34		0.13	0.36	1.00	0.14	0.14		0.21
v/c Ratio		0.72	0.81	0.20		0.79	0.77	0.10	0.50	0.90		0.90
Control Delay		82.5	56.4	49.5		81.2	54.1	0.1	72.2	91.1		91.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		82.5	56.4	49.5		81.2	54.1	0.1	72.2	91.1		91.7
LOS		F	E	D		F	D	A	E	F		F
Approach Delay			59.4				54.6					87.1
Approach LOS			E				D					F
Queue Length 50th (ft)		124	369	68		164	443	0	117	231		335
Queue Length 95th (ft)		171	436	m121		217	512	0	192	#331		#532
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		491	1709	482		540	1857	1510	219	453		327
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.45	0.81	0.20		0.64	0.77	0.10	0.50	0.89		0.90

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated







	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	33.3	33.3
Actuated g/C Ratio	0.21	0.21
v/c Ratio	0.97	0.77
Control Delay	90.4	78.1
Queue Delay	0.0	0.0
Total Delay	90.4	78.1
LOS	F	E
Approach Delay	88.4	
Approach LOS	F	
Queue Length 50th (ft)	371	238
Queue Length 95th (ft)	#513	#376
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	629	283
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.97	0.77
Intersection Summary		




















Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 66.5
 Intersection Capacity Utilization 99.1%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F













- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 56 s	 Ø3 31 s	 Ø4 41 s
 Ø5 32 s	 Ø6 (R) 56 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	82	0	66	20	0	61	2	60	527	2	4	11
Future Volume (vph)	82	0	66	20	0	61	2	60	527	2	4	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		115		285		110
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				70				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		0.99			0.99			1.00		0.98		1.00
Frt		0.940			0.850					0.850		
Flt Protected		0.973		0.950				0.950				0.950
Satd. Flow (prot)	0	1712	0	1805	1562	0	0	1771	4988	1615	0	1805
Flt Permitted		0.789		0.672				0.129				0.409
Satd. Flow (perm)	0	1388	0	1277	1562	0	0	240	4988	1589	0	776
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			347					82		
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)	1					1		15		4		4
Confl. Bikes (#/hr)			3			1						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	0%	2%	4%	0%	0%	0%
Adj. Flow (vph)	95	0	77	23	0	71	2	70	613	2	5	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	23	71	0	0	72	613	2	0	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				32			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		20	30	6	20	20	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)									94			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	977	102
Future Volume (vph)	977	102
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.986	
Flt Protected		
Satd. Flow (prot)	5046	0
Flt Permitted		
Satd. Flow (perm)	5046	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	16	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		15
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	1136	119
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1255	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)									0.0			
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	20.0	20.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	26.0	26.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0			6.0	6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				1	1				0	0		
Act Effct Green (s)		14.5		14.5	14.5			35.3	34.0	34.0		28.8
Actuated g/C Ratio		0.23		0.23	0.23			0.56	0.54	0.54		0.45
v/c Ratio		0.45		0.08	0.11			0.22	0.23	0.00		0.04
Control Delay		16.0		20.1	0.4			10.6	11.1	0.0		10.5
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		16.0		20.1	0.4			10.6	11.1	0.0		10.5
LOS		B		C	A			B	B	A		B
Approach Delay		16.0			5.2				11.0			
Approach LOS		B			A				B			
Queue Length 50th (ft)		26		6	0			8	28	0		2
Queue Length 95th (ft)		82		25	0			50	138	0		18
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115		285		110
Base Capacity (vph)		1102		997	1296			566	3520	1145		721
Starvation Cap Reductn		0		0	0			0	0	0		0
Spillback Cap Reductn		0		0	0			0	0	0		0
Storage Cap Reductn		0		0	0			0	0	0		0
Reduced v/c Ratio		0.16		0.02	0.05			0.13	0.17	0.00		0.02

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 63.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 16.6
 Intersection LOS: B



Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	24.1	
Actuated g/C Ratio	0.38	
v/c Ratio	0.65	
Control Delay	20.7	
Queue Delay	0.0	
Total Delay	20.7	
LOS	C	
Approach Delay	20.6	
Approach LOS	C	
Queue Length 50th (ft)	122	
Queue Length 95th (ft)	323	
Internal Link Dist (ft)	313	
Turn Bay Length (ft)		
Base Capacity (vph)	3564	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.35	

Intersection Summary




























Intersection Capacity Utilization 57.4%

ICU Level of Service B













Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 				  			 	 
Traffic Volume (vph)	922	5	549	3	0	38	0	673	1	225	7	542
Future Volume (vph)	922	5	549	3	0	38	0	673	1	225	7	542
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		0	0		0		140	
Storage Lanes	2		1	2		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor								1.00			1.00	
Frt			0.850			0.850						
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3502	1900	1583	3502	0	1615	0	6408	0	0	1797	3574
Flt Permitted	0.950			0.950							0.200	
Satd. Flow (perm)	3502	1900	1583	3502	0	1615	0	6408	0	0	378	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			572			100						
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			462			581				476
Travel Time (s)		15.0			10.5			11.3				9.3
Confl. Peds. (#/hr)							7		1		1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	2%	2%	0%	0%	14%	1%
Adj. Flow (vph)	1153	6	686	4	0	48	0	841	1	281	9	678
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1153	6	686	4	0	48	0	842	0	0	290	678
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)								0.0				0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	7
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		2						0				0
Act Effct Green (s)	38.5	11.2	97.0	20.5		20.5		25.8			46.4	46.4
Actuated g/C Ratio	0.40	0.12	1.00	0.21		0.21		0.27			0.48	0.48
v/c Ratio	0.83	0.03	0.43	0.01		0.11		0.49			0.74	0.40
Control Delay	33.9	38.2	0.9	35.7		0.6		31.5			28.5	17.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	33.9	38.2	0.9	35.7		0.6		31.5			28.5	17.0
LOS	C	D	A	D		A		C			C	B
Approach Delay		21.6			3.3			31.5				20.4
Approach LOS		C			A			C				C
Queue Length 50th (ft)	321	4	0	1		0		130			111	140
Queue Length 95th (ft)	419	13	0	6		0		152			143	156
Internal Link Dist (ft)		908			382			501				396
Turn Bay Length (ft)			700								140	
Base Capacity (vph)	2415	595	1583	1237		635		2678			778	3147
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.48	0.01	0.43	0.00		0.08		0.31			0.37	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 97
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 23.3
 Intersection Capacity Utilization 82.6%
 Intersection LOS: C
 ICU Level of Service E



Lane Group SBR

- Turn Type
- Protected Phases
- Permitted Phases
- Detector Phase
- Switch Phase
- Minimum Initial (s)
- Minimum Split (s)
- Total Split (s)
- Total Split (%)
- Maximum Green (s)
- Yellow Time (s)
- All-Red Time (s)
- Lost Time Adjust (s)
- Total Lost Time (s)
- Lead/Lag
- Lead-Lag Optimize?
- Vehicle Extension (s)
- Recall Mode
- Walk Time (s)
- Flash Dont Walk (s)
- Pedestrian Calls (#/hr)
- Act Effct Green (s)
- Actuated g/C Ratio
- v/c Ratio
- Control Delay
- Queue Delay
- Total Delay
- LOS
- Approach Delay
- Approach LOS
- Queue Length 50th (ft)
- Queue Length 95th (ft)
- Internal Link Dist (ft)
- Turn Bay Length (ft)
- Base Capacity (vph)
- Starvation Cap Reductn
- Spillback Cap Reductn
- Storage Cap Reductn
- Reduced v/c Ratio

Intersection Summary













Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	429	473	67	10	316	124	0	0	117
Future Volume (vph)	0	0	0	429	473	67	10	316	124	0	0	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor					1.00	0.99		0.99				1.00
Frt					0.998	0.850						0.979
Flt Protected				0.950	0.989			0.950				
Satd. Flow (prot)	0	0	0	1626	3169	1470	0	3468	3610	0	0	3524
Flt Permitted				0.950	0.989			0.950				
Satd. Flow (perm)	0	0	0	1626	3169	1449	0	3443	3610	0	0	3524
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					1	77						11
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)						1		4			2	
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	482	531	75	11	355	139	0	0	131
Shared Lane Traffic (%)				31%		10%						
Lane Group Flow (vph)	0	0	0	333	688	67	0	366	139	0	0	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	19	
Future Volume (vph)	19	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	4	
Confl. Bikes (#/hr)	1	
Peak Hour Factor	0.89	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	21	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					1	1			0			0
Act Effct Green (s)				36.5	41.8	41.8		17.0	36.1			11.7
Actuated g/C Ratio				0.39	0.45	0.45		0.18	0.39			0.13
v/c Ratio				0.52	0.52	0.10		0.57	0.10			0.33
Control Delay				29.5	21.9	3.1		40.0	20.2			39.3
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				29.5	21.9	3.1		40.0	20.2			39.3
LOS				C	C	A		D	C			D
Approach Delay					23.1				34.5			39.3
Approach LOS					C				C			D
Queue Length 50th (ft)				132	148	0		89	22			35
Queue Length 95th (ft)				#449	243	19		203	67			96
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				641	1868	1237		977	2726			1397
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.52	0.37	0.05		0.37	0.05			0.11

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 92.5
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 27.8

Intersection LOS: C

Lane Group	SBR	Ø8
Detector 2 Extend (s)		
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Intersection Capacity Utilization 61.4%











ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1578	27	0	1168	0	49
Future Volume (vph)	1578	27	0	1168	0	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.81	0.81	1.00	0.86	1.00	0.88
Flt		0.850				0.850
Flt Protected						
Satd. Flow (prot)	6094	1168	0	6471	0	2682
Flt Permitted						
Satd. Flow (perm)	6094	1168	0	6471	0	2682
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	451	
Travel Time (s)	9.8			1.9	10.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	12%	2%	1%	2%	6%
Adj. Flow (vph)	1901	33	0	1407	0	59
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	1904	30	0	1407	0	59
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 33.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1627	941	117	0	226
Future Volume (vph)	0	1627	941	117	0	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.81	0.86	0.86	1.00	1.00
Frt			0.983			0.865
Flt Protected						
Satd. Flow (prot)	0	7619	6292	0	0	1627
Flt Permitted						
Satd. Flow (perm)	0	7619	6292	0	0	1627
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	1%	2%	3%	0%	1%
Adj. Flow (vph)	0	1960	1134	141	0	272
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1960	1275	0	0	272
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	















Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 36.3% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	358	0	100	525	990	260
Future Volume (vph)	358	0	100	525	990	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3400	0	1752	3471	3574	1553
Flt Permitted	0.950		0.185			
Satd. Flow (perm)	3400	0	341	3471	3574	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						274
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		3				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	3%	4%	1%	4%
Adj. Flow (vph)	377	0	105	553	1042	274
Shared Lane Traffic (%)						
Lane Group Flow (vph)	377	0	105	553	1042	274
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	11.1		30.4	29.3	20.4	20.4
Actuated g/C Ratio	0.21		0.58	0.56	0.39	0.39
v/c Ratio	0.53		0.30	0.29	0.75	0.36
Control Delay	22.1		12.5	6.7	20.7	3.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	22.1		12.5	6.7	20.7	3.8
LOS	C		B	A	C	A
Approach Delay	22.1			7.6	17.2	
Approach LOS	C			A	B	
Queue Length 50th (ft)	56		13	41	150	0
Queue Length 95th (ft)	95		35	74	#296	43
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1647		733	2841	1385	769
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.23		0.14	0.19	0.75	0.36

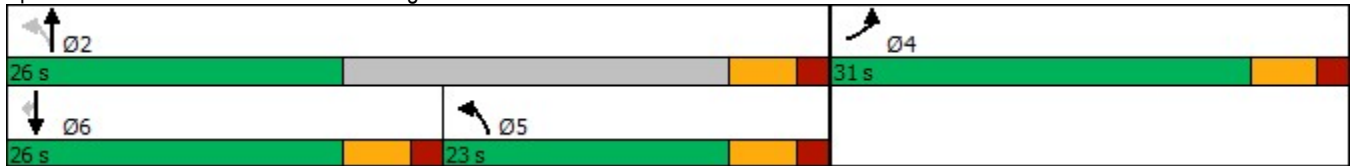
Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 52.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 15.3
 Intersection Capacity Utilization 58.7%
 Intersection LOS: B
 ICU Level of Service B

Analysis Period (min) 15































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

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke













FB NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		  			 	  		 	 		 	 
Traffic Volume (vph)	146	1371	253	9	73	1517	137	390	379	130	299	583
Future Volume (vph)	146	1371	253	9	73	1517	137	390	379	130	299	583
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00				1.00	1.00		1.00	1.00		1.00	
Frt			0.850			0.988			0.962			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1787	5085	1615	0	1758	6324	0	3467	3288	0	3502	3539
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1787	5085	1615	0	1757	6324	0	3465	3288	0	3497	3539
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	1		2		2		1	1		2	2	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	0%	0%	3%	2%	2%	1%	6%	3%	0%	2%
Adj. Flow (vph)	154	1443	266	9	77	1597	144	411	399	137	315	614
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	1443	266	0	86	1741	0	411	536	0	315	614
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	284
Future Volume (vph)	284
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.95
Heavy Vehicles (%)	1%
Adj. Flow (vph)	299
Shared Lane Traffic (%)	
Lane Group Flow (vph)	299
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

FB NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	34.0	60.0		34.0	34.0	60.0		34.0	42.0		34.0	42.0
Total Split (%)	20.0%	35.3%		20.0%	20.0%	35.3%		20.0%	24.7%		20.0%	24.7%
Maximum Green (s)	26.7	53.0		26.7	26.7	53.0		27.0	34.0		27.0	34.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				1			1			1
Act Effct Green (s)	19.9	69.7	100.4		13.7	63.4		23.8	37.7		19.6	33.6
Actuated g/C Ratio	0.12	0.41	0.59		0.08	0.37		0.14	0.22		0.12	0.20
v/c Ratio	0.74	0.69	0.28		0.61	0.74		0.85	0.73		0.78	0.88
Control Delay	92.5	44.8	18.8		89.8	69.1		87.8	68.2		86.6	80.7
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	92.5	44.8	18.8		89.8	69.1		87.8	68.2		86.6	80.7
LOS	F	D	B		F	E		F	E		F	F
Approach Delay		45.0				70.1			76.7			73.8
Approach LOS		D				E			E			E
Queue Length 50th (ft)	169	502	147		100	521		232	286		178	346
Queue Length 95th (ft)	243	589	215		150	633		291	370		227	#446
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	280	2083	984		276	2359		550	733		556	719
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.55	0.69	0.27		0.31	0.74		0.75	0.73		0.57	0.85

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 128 (75%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	60.8
Actuated g/C Ratio	0.36
v/c Ratio	0.52
Control Delay	46.0
Queue Delay	0.0
Total Delay	46.0
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	256
Queue Length 95th (ft)	340
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	614
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.49

Intersection Summary













Intersection Signal Delay: 64.0
 Intersection Capacity Utilization 89.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: Merrick Ave & Hempstead Tpke



Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

FB NB Weekday PM peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	13	1933	25	22	8	1711	0	0	
Future Volume (vph)	13	1933	25	22	8	1711	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.998							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4859	0	0	1685	4916	0	0	
Flt Permitted	0.121				0.090				
Satd. Flow (perm)	215	4859	0	0	160	4916	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		3							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			7		7				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	3%	0%	0%	0%	2%	2%	2%	
Adj. Flow (vph)	13	1993	26	23	8	1764	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	13	2019	0	0	31	1764	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				
Detector Phase	2	2		6	6	6			

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke




FB NB Weekday PM peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	137.0	137.0		137.0	137.0	137.0			33.0
Total Split (%)	80.6%	80.6%		80.6%	80.6%	80.6%			19%
Maximum Green (s)	130.0	130.0		130.0	130.0	130.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									1
Act Effct Green (s)	162.0	162.0			162.0	162.0			
Actuated g/C Ratio	0.95	0.95			0.95	0.95			
v/c Ratio	0.06	0.44			0.20	0.38			
Control Delay	2.4	2.2			4.5	1.2			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	2.4	2.2			4.5	1.2			
LOS	A	A			A	A			
Approach Delay		2.2				1.2			
Approach LOS		A				A			
Queue Length 50th (ft)	0	32			0	0			
Queue Length 95th (ft)	m3	143			10	98			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	205	4630			152	4685			
Starvation Cap Reductn	0	0			0	0			
Spillback Cap Reductn	0	0			0	0			
Storage Cap Reductn	0	0			0	0			
Reduced v/c Ratio	0.06	0.44			0.20	0.38			

Intersection Summary















Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 163 (96%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 1.7
 Intersection Capacity Utilization 43.7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.









Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R)	 Ø3
137 s	33 s
 Ø6 (R)	
137 s	

Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

FB NB Weekday PM peak hour
 05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	45	1771	141	10	41	1675	43	34
Future Volume (vph)	45	1771	141	10	41	1675	43	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99
Frt		0.989						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1805	5028	0	0	1805	5085	1805	1568
Flt Permitted	0.117				0.950		0.950	
Satd. Flow (perm)	222	5028	0	0	1803	5085	1805	1547
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		14						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			4		4			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	0%	2%	0%	3%
Adj. Flow (vph)	48	1904	152	11	44	1801	46	37
Shared Lane Traffic (%)								
Lane Group Flow (vph)	48	2056	0	0	55	1801	46	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	114.0	114.0		20.0	20.0	134.0	36.0	36.0
Total Split (%)	67.1%	67.1%		11.8%	11.8%	78.8%	21.2%	21.2%
Maximum Green (s)	107.0	107.0		15.0	15.0	127.0	29.0	29.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							1	1
Act Effct Green (s)	134.7	134.7			9.6	147.2	12.8	12.8
Actuated g/C Ratio	0.79	0.79			0.06	0.87	0.08	0.08
v/c Ratio	0.27	0.52			0.54	0.41	0.34	0.32
Control Delay	9.5	5.6			100.5	0.4	78.1	78.1
Queue Delay	0.0	0.9			0.0	0.1	0.0	0.0
Total Delay	9.5	6.5			100.5	0.5	78.1	78.1
LOS	A	A			F	A	E	E
Approach Delay		6.6				3.5	78.1	
Approach LOS		A				A	E	
Queue Length 50th (ft)	11	195			65	8	51	41
Queue Length 95th (ft)	31	275			m95	m22	86	74
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	175	3986			159	4402	307	263
Starvation Cap Reductn	0	0			0	669	0	0
Spillback Cap Reductn	0	1518			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.27	0.83			0.35	0.48	0.15	0.14

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 161 (95%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 6.6
 Intersection LOS: A

Intersection Capacity Utilization 59.0% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke



Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	26	1687	179	6	101	1432	219	240	104	31	598
Future Volume (vph)	2	26	1687	179	6	101	1432	219	240	104	31	598
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor		1.00	1.00			1.00			1.00			
Frt			0.986					0.850		0.966		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4845	0	0	1745	4916	1531	3319	1749	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1745	4845	0	0	1745	4916	1531	3314	1749	0	3385
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)		1		2		2		1	2			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	2%	2%	2%	1%	3%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	2	28	1795	190	6	107	1523	233	255	111	33	636
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	1985	0	0	113	1523	233	255	144	0	636
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	316	44
Future Volume (vph)	316	44
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	1800	0
Flt Permitted		
Satd. Flow (perm)	1800	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Parking (#/hr)		
Adj. Flow (vph)	336	47
Shared Lane Traffic (%)		
Lane Group Flow (vph)	383	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	27	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	27	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0
Total Split (s)	26.0	26.0	60.0		26.0	26.0	60.0		42.0	42.0		42.0
Total Split (%)	15.3%	15.3%	35.3%		15.3%	15.3%	35.3%		24.7%	24.7%		24.7%
Maximum Green (s)	19.0	19.0	52.0		18.0	18.0	52.0		34.0	34.0		34.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0			8.0	8.0		8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			1				0					0
Act Effct Green (s)		7.5	66.5			18.0	80.4	122.4	19.5	19.5		34.0
Actuated g/C Ratio		0.04	0.39			0.11	0.47	0.72	0.11	0.11		0.20
v/c Ratio		0.39	1.05			0.61	0.66	0.21	0.67	0.72		0.94
Control Delay		94.0	90.4			87.8	37.4	9.7	80.5	91.8		88.9
Queue Delay		0.0	3.5			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		94.0	93.9			87.8	37.4	9.7	80.5	91.8		88.9
LOS		F	F			F	D	A	F	F		F
Approach Delay			93.9				37.0					84.6
Approach LOS			F				D					F
Queue Length 50th (ft)		32	~851			123	480	83	143	158		364
Queue Length 95th (ft)		m60	#1028			196	595	147	185	231		#481
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		195	1894			184	2324	1102	663	349		677
Starvation Cap Reductn		0	16			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.15	1.06			0.61	0.66	0.21	0.38	0.41		0.94

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 123 (72%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 130

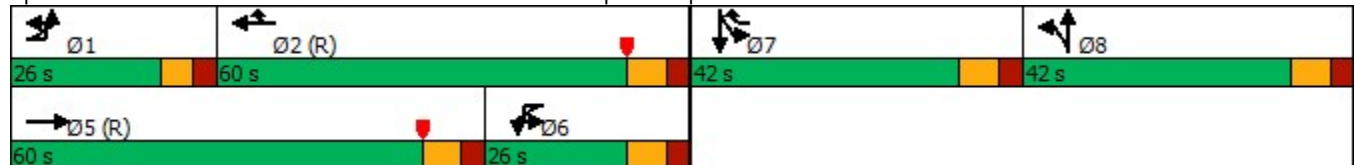
Lane Group	↓ SBT	↙ SBR
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	13.0	
Total Split (s)	42.0	
Total Split (%)	24.7%	
Maximum Green (s)	34.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	34.0	
Actuated g/C Ratio	0.20	
v/c Ratio	1.06	
Control Delay	127.7	
Queue Delay	0.0	
Total Delay	127.7	
LOS	F	
Approach Delay	103.5	
Approach LOS	F	
Queue Length 50th (ft)	~468	
Queue Length 95th (ft)	#687	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	360	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	1.06	
Intersection Summary		

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 75.0
 Intersection Capacity Utilization 96.3%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F

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

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke



Lanes, Volumes, Timings
 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	151	62	805	2	6	26	5	116	579	13	36	818
Future Volume (vph)	151	62	805	2	6	26	5	116	579	13	36	818
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0		420		0	105	
Storage Lanes	0		2	0		0		2		0	1	
Taper Length (ft)	0			0				80			70	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00	0.98		0.99			1.00	1.00		0.99	1.00
Frt			0.850		0.896				0.997			0.991
Flt Protected		0.966			0.997			0.950			0.950	
Satd. Flow (prot)	0	1812	2814	0	1626	0	0	3035	3495	0	1805	3496
Flt Permitted		0.767			0.984			0.143			0.416	
Satd. Flow (perm)	0	1433	2756	0	1605	0	0	457	3495	0	786	3496
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			44		27				4			8
Link Speed (mph)		40			30				40			40
Link Distance (ft)		756			287				1121			822
Travel Time (s)		12.9			6.5				19.1			14.0
Confl. Peds. (#/hr)	6					6		2		8	8	
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	1%	0%	17%	0%	0%	12%	3%	0%	0%	2%
Adj. Flow (vph)	159	65	847	2	6	27	5	122	609	14	38	861
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	847	0	35	0	0	127	623	0	38	918
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			0				36			32
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		24			16				28			40
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	1	1	1	2		1	1	2		1	2
Detector Template	Left			Left			Left		Thru			Thru
Leading Detector (ft)	20	30	25	20	22		20	25	100		25	100
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	30	25	20	6		20	25	6		25	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					12				94			94
Detector 2 Size(ft)					10				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	54
Future Volume (vph)	54
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Flt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	6%
Adj. Flow (vph)	57
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)						0.0			0.0			0.0
Turn Type	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm	NA
Protected Phases		4			8		5	5	2			6
Permitted Phases	4		4 5	8			2	2			6	
Detector Phase	4	4	4 5	8	8		5	5	2		6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0	20.0
Minimum Split (s)	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0	26.0
Total Split (s)	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0	34.0
Total Split (%)	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%	37.8%
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			5.0	6.0		6.0	6.0
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2	0.2
Recall Mode	None	None		None	None		None	None	Min		Min	Min
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	22.0	22.0		22.0	22.0							
Pedestrian Calls (#/hr)	1	1		3	3							
Act Effct Green (s)		21.4	36.2		21.4			38.6	37.6		22.8	22.8
Actuated g/C Ratio		0.30	0.51		0.30			0.54	0.53		0.32	0.32
v/c Ratio		0.52	0.60		0.07			0.21	0.34		0.15	0.82
Control Delay		26.2	13.7		9.9			9.6	10.7		21.6	30.3
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Delay		26.2	13.7		9.9			9.6	10.7		21.6	30.3
LOS		C	B		A			A	B		C	C
Approach Delay		16.3			9.9				10.5			29.9
Approach LOS		B			A				B			C
Queue Length 50th (ft)		74	119		2			12	74		11	185
Queue Length 95th (ft)		165	211		23			29	135		40	#323
Internal Link Dist (ft)		676			207				1041			742
Turn Bay Length (ft)								420			105	
Base Capacity (vph)		529	1813		610			986	2655		315	1407
Starvation Cap Reductn		0	0		0			0	0		0	0
Spillback Cap Reductn		0	0		0			0	0		0	0
Storage Cap Reductn		0	0		0			0	0		0	0
Reduced v/c Ratio		0.42	0.47		0.06			0.13	0.23		0.12	0.65

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 71.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82

Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 19.3
 Intersection Capacity Utilization 85.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	31	1278	112	24	138	1501	48	123	76	163	89
Future Volume (vph)	11	31	1278	112	24	138	1501	48	123	76	163	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.98		0.97	0.97	0.98
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.970		0.950
Satd. Flow (prot)	0	1649	4893	1492	0	1805	5036	1507	0	1699	1492	1685
Flt Permitted		0.950				0.950				0.763		0.453
Satd. Flow (perm)	0	1647	4893	1457	0	1803	5036	1484	0	1301	1441	791
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		3		3		5	53		25	25
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	6%	1%	0%	0%	3%	0%	2%	0%	1%	0%
Adj. Flow (vph)	13	35	1452	127	27	157	1706	55	140	86	185	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	1452	127	0	184	1706	55	0	226	185	101
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	73	38
Future Volume (vph)	73	38
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.94
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1756	1507
Flt Permitted		
Satd. Flow (perm)	1756	1417
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		53
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	83	43
Shared Lane Traffic (%)		
Lane Group Flow (vph)	83	43
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									18	18	18	2
Act Effct Green (s)		9.8	81.3	81.3		20.1	94.3	94.3		36.5	36.5	36.5
Actuated g/C Ratio		0.06	0.51	0.51		0.13	0.59	0.59		0.23	0.23	0.23
v/c Ratio		0.48	0.58	0.17		0.81	0.57	0.06		0.76	0.56	0.56
Control Delay		83.1	20.1	18.7		101.5	8.3	8.0		73.3	60.0	65.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		83.1	20.1	18.7		101.5	8.3	8.0		73.3	60.0	65.0
LOS		F	C	B		F	A	A		E	E	E
Approach Delay			21.8				17.2			67.3		
Approach LOS			C				B			E		
Queue Length 50th (ft)		46	234	53		203	154	14		209	162	88
Queue Length 95th (ft)		m76	297	94		m265	m163	m18		300	238	151
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		257	2487	740		282	2967	874		357	396	217
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.19	0.58	0.17		0.65	0.57	0.06		0.63	0.47	0.47

Intersection Summary

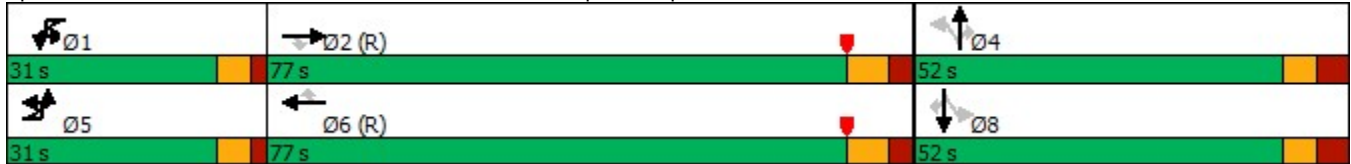
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	36.5	36.5
Actuated g/C Ratio	0.23	0.23
v/c Ratio	0.21	0.13
Control Delay	48.7	46.5
Queue Delay	0.0	0.0
Total Delay	48.7	46.5
LOS	D	D
Approach Delay	55.6	
Approach LOS	E	
Queue Length 50th (ft)	67	34
Queue Length 95th (ft)	113	67
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	482	389
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.17	0.11
Intersection Summary		

Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 25.9
 Intersection Capacity Utilization 127.2%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.





















Intersection LOS: C
 ICU Level of Service H

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke



Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

FB NB Weekday PM peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	147	1075	11	22	20	1398	234	20	44	25	311
Future Volume (vph)	3	147	1075	11	22	20	1398	234	20	44	25	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.98		1.00		
Frt				0.850				0.850		0.962		
Flt Protected		0.950				0.950				0.989		0.950
Satd. Flow (prot)	0	3189	3505	1615	0	1805	3539	1524	0	1745	0	3335
Flt Permitted		0.950				0.950				0.863		0.950
Satd. Flow (perm)	0	3188	3505	1615	0	1805	3539	1500	0	1517	0	3335
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								244				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		2						2	18			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	3%	0%	0%	0%	2%	6%	5%	5%	0%	5%
Adj. Flow (vph)	3	153	1120	11	23	21	1456	244	21	46	26	324
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	1120	11	0	44	1456	244	0	93	0	324
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												

Lane Group	SBT	SBR	Ø2
Lane Configurations	↓	↙	
Traffic Volume (vph)	30	333	
Future Volume (vph)	30	333	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.97	0.97	
Frt	0.874	0.850	
Flt Protected			
Satd. Flow (prot)	1473	1461	
Flt Permitted			
Satd. Flow (perm)	1473	1414	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		18	
Confl. Bikes (#/hr)			
Peak Hour Factor	0.96	0.96	
Heavy Vehicles (%)	0%	5%	
Adj. Flow (vph)	31	347	
Shared Lane Traffic (%)		46%	
Lane Group Flow (vph)	191	187	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0			0.0	0.0			0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0
Total Split (%)	12.5%	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%
Maximum Green (s)	13.0	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												1
Act Effct Green (s)		11.6	80.0	80.0		13.0	81.4	114.1		13.3		25.7
Actuated g/C Ratio		0.07	0.50	0.50		0.08	0.51	0.71		0.08		0.16
v/c Ratio		0.68	0.64	0.01		0.30	0.81	0.21		0.74		0.61
Control Delay		86.9	32.9	24.0		54.0	20.9	1.7		102.8		66.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		86.9	32.9	24.0		54.0	20.9	1.7		102.8		66.5
LOS		F	C	C		D	C	A		F		E
Approach Delay			39.4				19.0			102.8		
Approach LOS			D				B			F		
Queue Length 50th (ft)		83	457	6		47	791	24		96		163
Queue Length 95th (ft)		123	584	19		m82	#931	45		#183		205
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		262	1752	807		146	1800	1204		139		708
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.60	0.64	0.01		0.30	0.81	0.20		0.67		0.46

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

Lane Group	SBT	SBR	Ø2
Detector 2 Extend (s)	0.0	0.0	
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	1	1	0
Act Effct Green (s)	25.7	25.7	
Actuated g/C Ratio	0.16	0.16	
v/c Ratio	0.81	0.82	
Control Delay	88.8	91.8	
Queue Delay	0.0	0.0	
Total Delay	88.8	91.8	
LOS	F	F	
Approach Delay	79.3		
Approach LOS	E		
Queue Length 50th (ft)	205	201	
Queue Length 95th (ft)	288	286	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	313	300	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.61	0.62	

Intersection Summary

Intersection Signal Delay: 39.0 Intersection LOS: D
Intersection Capacity Utilization 95.5% ICU Level of Service F
Analysis Period (min) 15

- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke

 Ø1 20 s	 Ø2 (R) 58 s	 Ø3 20 s	 Ø4 41 s	 Ø7 21 s
 Ø5 (R) 78 s				













Lanes, Volumes, Timings
19: Merrick Ave & Front St

FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	358	186	160	389	80	192	512	153	226	1200	197
Future Volume (vph)	142	358	186	160	389	80	192	512	153	226	1200	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor			0.98	1.00								0.99
Frt			0.850		0.974			0.965				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	1722	1478	1668	3197	0	1668	3236	0	1728	3610	1487
Flt Permitted	0.328			0.184			0.086			0.315		
Satd. Flow (perm)	559	1722	1448	322	3197	0	151	3236	0	573	3610	1466
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		14							
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		552			635			457			1121	
Travel Time (s)		9.4			10.8			7.8			19.1	
Confl. Peds. (#/hr)			5	5			1					1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	3%	2%	1%	3%	1%	1%	5%	1%	1%	0%	5%
Parking (#/hr)									0			
Adj. Flow (vph)	145	365	190	163	397	82	196	522	156	231	1224	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	365	190	163	479	0	196	678	0	231	1224	201
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
19: Merrick Ave & Front St

FB NB Weekday PM peak hour
05/23/2024









												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	20.0		5.0	20.0	20.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	28.0		10.0	28.0	28.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		0			2			0	0
Act Effct Green (s)	51.6	35.1	35.1	53.0	35.8		85.5	67.9		84.4	67.4	67.4
Actuated g/C Ratio	0.33	0.22	0.22	0.34	0.23		0.54	0.43		0.54	0.43	0.43
v/c Ratio	0.53	0.95	0.47	0.71	0.65		0.88	0.49		0.56	0.79	0.32
Control Delay	43.6	95.3	30.0	54.3	59.3		70.4	33.8		22.6	43.7	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	43.6	95.3	30.0	54.3	59.3		70.4	33.8		22.6	43.7	31.9
LOS	D	F	C	D	E		E	C		C	D	C
Approach Delay		66.8			58.0			42.0			39.3	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	108	393	83	123	241		130	270		117	589	141
Queue Length 95th (ft)	168	#612	168	187	310		#274	333		167	682	209
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	299	384	401	248	739		238	1455		432	1612	654
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.48	0.95	0.47	0.66	0.65		0.82	0.47		0.53	0.76	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 157.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95

Intersection Signal Delay: 48.0
 Intersection Capacity Utilization 94.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 19: Merrick Ave & Front St

 Ø1	 Ø2	 Ø3	 Ø4
21 s	43 s	21 s	78 s
 Ø5	 Ø6	 Ø7	 Ø8
21 s	43 s	21 s	78 s

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	477	121	236	466	33	141	349	197	41	376	29
Future Volume (vph)	126	477	121	236	466	33	141	349	197	41	376	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97		0.96		0.99			0.99		0.99	1.00	
Frt			0.850		0.990			0.946			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1568	1787	1833	0	1805	1715	0	1752	1816	0
Flt Permitted	0.443			0.170			0.164			0.311		
Satd. Flow (perm)	801	1863	1504	320	1833	0	312	1715	0	570	1816	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								24			3	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	21		6	6		21	12		7	7		12
Confl. Bikes (#/hr)			4									1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	3%	1%	2%	3%	0%	4%	2%	3%	3%	4%
Parking (#/hr)						0						
Adj. Flow (vph)	133	502	127	248	491	35	148	367	207	43	396	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	502	127	248	526	0	148	574	0	43	427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4				8
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		28.0	28.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	4	4	4		2			2		7	7	
Act Effct Green (s)	37.7	37.7	37.7	54.7	53.7		47.0	46.0		30.5	30.5	
Actuated g/C Ratio	0.34	0.34	0.34	0.49	0.48		0.42	0.41		0.27	0.27	
v/c Ratio	0.49	0.80	0.25	0.83	0.60		0.55	0.80		0.28	0.86	
Control Delay	36.0	43.8	27.6	40.8	24.0		31.3	39.6		43.5	58.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.0	43.8	27.6	40.8	24.0		31.3	39.6		43.5	58.8	
LOS	D	D	C	D	C		C	D		D	E	
Approach Delay		39.7			29.4			37.9			57.4	
Approach LOS		D			C			D			E	
Queue Length 50th (ft)	77	333	67	104	271		67	348		25	299	
Queue Length 95th (ft)	138	458	113	#189	372		139	#670		70	#593	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	400	930	751	316	1198		293	745		155	496	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.54	0.17	0.78	0.44		0.51	0.77		0.28	0.86	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 111.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86

Intersection Signal Delay: 39.3
 Intersection Capacity Utilization 98.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: Uniondale Ave & Front St



Lanes, Volumes, Timings
21: California Ave & Front St

FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	689	22	18	578	32	40	42	13	93	148	56
Future Volume (vph)	66	689	22	18	578	32	40	42	13	93	148	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.995			0.992			0.981			0.975	
Flt Protected	0.950			0.950				0.979			0.985	
Satd. Flow (prot)	1685	1729	0	1685	1737	0	0	1911	0	0	2027	0
Flt Permitted	0.322			0.251				0.735			0.872	
Satd. Flow (perm)	569	1729	0	444	1737	0	0	1428	0	0	1786	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	10		12	12		10	10		8	8		10
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	1%	3%	0%	3%	0%	1%	1%	2%
Parking (#/hr)						0						
Adj. Flow (vph)	69	725	23	19	608	34	42	44	14	98	156	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	748	0	19	642	0	0	100	0	0	313	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
 21: California Ave & Front St

FB NB Weekday PM peak hour
 05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex				Cl+Ex		Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Turn Type	Perm	NA	Perm		NA	Perm		NA	Perm		NA	
Protected Phases	2		6		8		8		4		4	
Permitted Phases	2	6		8		8		4		4		
Detector Phase	2	2	6	6	8	8	4	4				
Switch Phase												
Minimum Initial (s)	30.0	30.0	30.0	30.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	36.0	36.0	36.0	36.0	15.5	15.5	15.5	15.5	15.5	15.5		
Total Split (s)	61.0	61.0	61.0	61.0	28.5	28.5	28.5	28.5	28.5	28.5		
Total Split (%)	68.2%	68.2%	68.2%	68.2%	31.8%	31.8%	31.8%	31.8%	31.8%	31.8%		
Maximum Green (s)	55.0	55.0	55.0	55.0	23.0	23.0	23.0	23.0	23.0	23.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.5	5.5	5.5	5.5	5.5	5.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	Min	Min	Min	Min	None	None	None	None	None	None		
Walk Time (s)					7.0	7.0	7.0	7.0	7.0	7.0		
Flash Dont Walk (s)					12.0	12.0	12.0	12.0	12.0	12.0		
Pedestrian Calls (#/hr)					4	4	4	4	3	3		
Act Effct Green (s)	42.2	42.2	42.2	42.2	17.2	17.2	17.2	17.2	17.2	17.2		
Actuated g/C Ratio	0.59	0.59	0.59	0.59	0.24	0.24	0.24	0.24	0.24	0.24		
v/c Ratio	0.21	0.73	0.07	0.63	0.29	0.29	0.29	0.29	0.29	0.29		
Control Delay	9.3	16.2	7.8	13.2	27.1	27.1	27.1	27.1	27.1	27.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	9.3	16.2	7.8	13.2	27.1	27.1	27.1	27.1	27.1	27.1		
LOS	A	B	A	B	C	C	C	C	C	C		
Approach Delay	15.6		13.0		27.1		27.1		27.1		27.1	
Approach LOS	B		B		C		C		C		C	
Queue Length 50th (ft)	13	213	3	164	35	35	35	35	35	35		
Queue Length 95th (ft)	37	399	13	304	89	89	89	89	89	89		
Internal Link Dist (ft)	178		181		328		328		328		328	
Turn Bay Length (ft)	45		50		328		328		328		328	
Base Capacity (vph)	452	1373	352	1380	482	482	482	482	482	482		
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.15	0.54	0.05	0.47	0.21	0.21	0.21	0.21	0.21	0.21		

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 71.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 18.9

Intersection Capacity Utilization 83.8%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service E

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	62	820	0	491	869	48	3	22	250	0	25	441
Future Volume (vph)	62	820	0	491	869	48	3	22	250	0	25	441
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.99			0.99	1.00							
Frt					0.992							0.980
Flt Protected	0.950			0.950				0.950				0.998
Satd. Flow (prot)	1752	3471	0	1703	3468	0	0	1739	1881	0	0	3449
Flt Permitted	0.277			0.124				0.266				0.896
Satd. Flow (perm)	504	3471	0	220	3468	0	0	487	1881	0	0	3097
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	42		46	46		42						
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	4%	0%	6%	3%	0%	33%	0%	1%	0%	4%	2%
Adj. Flow (vph)	65	854	0	511	905	50	3	23	260	0	26	459
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	854	0	511	955	0	0	26	260	0	0	561
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		0	0	0		1	0
Detector Template	Left			Left							Left	
Leading Detector (ft)	30	0		20	0		20	0	0		20	0
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		0	0	0		20	0
Detector 1 Type	Cl+Ex			Cl+Ex							Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	73
Future Volume (vph)	73
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	4%
Adj. Flow (vph)	76
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		32.0	32.0	32.0		14.0	14.0
Total Split (s)	31.0	50.0		31.0	50.0		39.0	39.0	39.0		39.0	39.0
Total Split (%)	25.8%	41.7%		25.8%	41.7%		32.5%	32.5%	32.5%		32.5%	32.5%
Maximum Green (s)	26.0	44.0		26.0	44.0		33.0	33.0	33.0		33.0	33.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		1					15	15	15			
Act Effct Green (s)	57.7	37.4		78.4	54.2			29.6	29.6			29.6
Actuated g/C Ratio	0.48	0.31		0.65	0.45			0.25	0.25			0.25
v/c Ratio	0.15	0.79		0.87	0.61			0.22	0.56			0.74
Control Delay	5.8	24.0		45.3	28.9			32.2	37.2			47.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	3.4			0.0
Total Delay	5.8	24.0		45.3	28.9			32.2	40.6			47.5
LOS	A	C		D	C			C	D			D
Approach Delay		22.7			34.6				39.8			47.5
Approach LOS		C			C				D			D
Queue Length 50th (ft)	10	244		291	294			12	126			207
Queue Length 95th (ft)	m15	222		#611	417			25	164			266
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	540	1272		589	1565			134	520			856
Starvation Cap Reductn	0	0		0	0			0	173			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.12	0.67		0.87	0.61			0.19	0.75			0.66

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 33.9
 Intersection Capacity Utilization 97.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

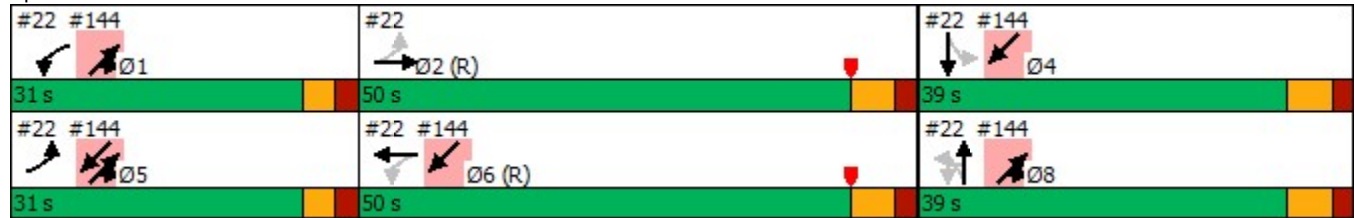
Lane Group SBR

Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

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

Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave



Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	751	50	161	673	85	96	597	144	153	863	105
Future Volume (vph)	109	751	50	161	673	85	96	597	144	153	863	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.96	0.99		0.98	0.98			0.98		0.97	0.99	
Frt		0.991			0.983			0.971			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3454	0	1787	3372	0	1770	3340	0	1770	3472	0
Flt Permitted	0.166			0.117			0.133			0.219		
Satd. Flow (perm)	297	3454	0	215	3372	0	248	3340	0	397	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			12			25			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	133		85	85		133	83		89	89		83
Confl. Bikes (#/hr)			1									3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	3%	0%	1%	3%	4%	2%	3%	0%	2%	1%	1%
Parking (#/hr)						0						
Adj. Flow (vph)	111	766	51	164	687	87	98	609	147	156	881	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	817	0	164	774	0	98	756	0	156	988	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	18.0	42.0		18.0	42.0		18.0	42.0		18.0	42.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	12.0	36.0		12.0	36.0		12.0	36.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		28			30			28			44	
Act Effct Green (s)	41.8	32.8		44.9	34.3		50.9	42.6		54.3	44.4	
Actuated g/C Ratio	0.35	0.27		0.37	0.29		0.42	0.36		0.45	0.37	
v/c Ratio	0.52	0.86		0.75	0.80		0.47	0.63		0.53	0.77	
Control Delay	30.2	51.2		66.0	62.2		26.1	35.3		25.6	39.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.2	51.2		66.0	62.2		26.1	35.3		25.6	39.1	
LOS	C	D		E	E		C	D		C	D	
Approach Delay		48.7			62.9			34.2			37.3	
Approach LOS		D			E			C			D	
Queue Length 50th (ft)	51	311		119	232		41	255		68	357	
Queue Length 95th (ft)	86	381		m#210	393		77	343		117	#515	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	258	1040		240	1032		265	1202		323	1290	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.79		0.68	0.75		0.37	0.63		0.48	0.77	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 45.5
 Intersection Capacity Utilization 85.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1 18 s	 Ø2 (R) 42 s	 Ø3 18 s	 Ø4 42 s
 Ø5 18 s	 Ø6 (R) 42 s	 Ø7 18 s	 Ø8 42 s

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	224	667	212	75	573	70	145	614	87	99	957	176
Future Volume (vph)	224	667	212	75	573	70	145	614	87	99	957	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97		0.88		0.99			0.99		0.98	0.99	
Frt			0.850		0.985			0.981			0.977	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1570	3505	1583	0	3300	0	1608	3304	0	1608	3246	0
Flt Permitted	0.148				0.776		0.112			0.377		
Satd. Flow (perm)	237	3505	1395	0	2565	0	190	3304	0	628	3246	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	67		87	87		67	25		35	35		25
Confl. Bikes (#/hr)			3			2			30			4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	15%	3%	2%	1%	3%	2%	1%	3%	1%	1%	2%	17%
Parking (#/hr)						0						
Adj. Flow (vph)	231	688	219	77	591	72	149	633	90	102	987	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	231	688	219	0	740	0	149	723	0	102	1168	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		8	8		12			29		22		22
Act Effct Green (s)	37.0	35.0	35.0		23.0		45.0	43.0		31.7		31.7
Actuated g/C Ratio	0.41	0.39	0.39		0.26		0.50	0.48		0.35		0.35
v/c Ratio	1.07	0.50	0.40		1.13		0.71	0.46		0.46		1.02
Control Delay	106.8	22.5	22.8		109.6		34.1	16.9		31.4		62.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	106.8	22.5	22.8		109.6		34.1	16.9		31.4		62.6
LOS	F	C	C		F		C	B		C		E
Approach Delay		39.7			109.6			19.8				60.1
Approach LOS		D			F			B				E
Queue Length 50th (ft)	~99	153	88		~259		44	138		45		~383
Queue Length 95th (ft)	#245	205	151		#373		#116	186		97		#511
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	215	1363	542		655		221	1578		221		1144
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	1.07	0.50	0.40		1.13		0.67	0.46		0.46		1.02

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 54.7

Intersection LOS: D

Intersection Capacity Utilization 97.9%

ICU Level of Service F

Analysis Period (min) 15

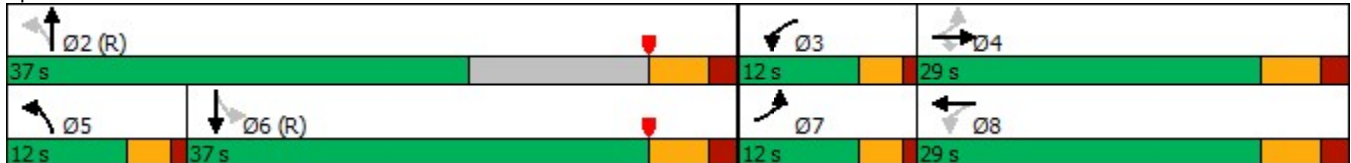
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 24: N Franklin St & Fulton Ave



Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave













FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	857	66	11	360	818	240	0	530	440	371	957
Future Volume (vph)	0	857	66	11	360	818	240	0	530	440	371	957
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.98		0.99		1.00	0.99
Frt		0.989					0.850		0.932			0.987
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3409	0	0	1728	3610	1794	0	3040	0	1608	3130
Flt Permitted					0.950						0.125	
Satd. Flow (perm)	0	3409	0	0	1722	3610	1758	0	3040	0	211	3130
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		8					78		133			15
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	7		11		11		7	51		12	12	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	2%	0%	3%	1%	1%	2%
Adj. Flow (vph)	0	902	69	12	379	861	253	0	558	463	391	1007
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	971	0	0	391	861	253	0	1021	0	391	1102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	90
Future Volume (vph)	90
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Flt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	51
Peak Hour Factor	0.95
Heavy Vehicles (%)	0%
Adj. Flow (vph)	95
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
 25: Franklin Ave & Stewart Ave

FB NB Weekday PM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		17				4			4			2
Act Effct Green (s)		23.5			7.5	36.5	47.0		26.5		42.5	42.5
Actuated g/C Ratio		0.26			0.08	0.41	0.52		0.29		0.47	0.47
v/c Ratio		1.08			2.72	0.59	0.26		1.03		1.49	0.74
Control Delay		88.4			810.7	22.9	7.0		66.2		269.3	22.8
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		88.4			810.7	22.9	7.0		66.2		269.3	22.8
LOS		F			F	C	A		E		F	C
Approach Delay		88.4				224.9			66.2			87.4
Approach LOS		F				F			E			F
Queue Length 50th (ft)		~327			~381	196	43		~301		~267	254
Queue Length 95th (ft)		#453			#556	257	78		#427		#445	334
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		896			144	1464	959		988		262	1485
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		1.08			2.72	0.59	0.26		1.03		1.49	0.74

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 55 (61%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.72

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 124.7
 Intersection Capacity Utilization 114.6%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

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

Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	1008	395	297	936	214	234	459	166	154	424	59
Future Volume (vph)	166	1008	395	297	936	214	234	459	166	154	424	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.97			0.97	1.00	1.00		1.00	1.00	
Frt			0.850			0.850		0.960			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	3388	1516	1685	3455	1473	1662	3327	0	1636	3371	0
Flt Permitted	0.202			0.083			0.239			0.172		
Satd. Flow (perm)	357	3388	1470	147	3455	1434	416	3327	0	296	3371	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								37			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	7		9	9		7	8		3	3		8
Confl. Bikes (#/hr)			1			1						1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	3%	3%	0%	1%	6%	5%	0%	1%	3%	1%	4%
Parking (#/hr)												0
Adj. Flow (vph)	173	1050	411	309	975	223	244	478	173	160	442	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	1050	411	309	975	223	244	651	0	160	503	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0	
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%	
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		3			1			3			2	
Act Effct Green (s)	55.9	42.0	58.4	74.8	56.3	70.2	48.3	31.9		43.3	29.4	
Actuated g/C Ratio	0.40	0.30	0.42	0.53	0.40	0.50	0.34	0.23		0.31	0.21	
v/c Ratio	0.63	1.03	0.66	0.80	0.70	0.31	0.84	0.83		0.71	0.70	
Control Delay	31.1	84.7	34.7	54.1	40.3	20.8	57.5	57.8		47.5	54.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	31.1	84.7	34.7	54.1	40.3	20.8	57.5	57.8		47.5	54.9	
LOS	C	F	C	D	D	C	E	E		D	D	
Approach Delay		66.4			40.3			57.7			53.1	
Approach LOS		E			D			E			D	
Queue Length 50th (ft)	79	~538	270	220	394	108	162	283		100	220	
Queue Length 95th (ft)	142	#676	382	#487	#590	191	#225	335		140	260	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	314	1016	625	388	1389	755	295	977		260	971	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.55	1.03	0.66	0.80	0.70	0.30	0.83	0.67		0.62	0.52	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 34 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 54.5
 Intersection Capacity Utilization 94.0%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F






































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

Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd

↙ Ø1 23 s	↔ Ø2 (R) 48 s	↘ Ø3 23 s	↓ Ø4 46 s
↗ Ø5 23 s	← Ø6 (R) 48 s	↙ Ø7 23 s	↑ Ø8 46 s













Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

FB NB Weekday PM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  		  	  		 	 		  	 	
Traffic Volume (vph)	283	1675	53	331	1564	430	72	501	427	572	537	267
Future Volume (vph)	283	1675	53	331	1564	430	72	501	427	572	537	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235	300		0
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	85			110			130			75		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5136	1553	3467	6471	1583	1805	3505	1615	3400	3471	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3464	5136	1529	3463	6471	1554	1801	3505	1586	3390	3471	1572
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30				30
Link Distance (ft)		566			700			662				581
Travel Time (s)		12.9			11.9			15.0				13.2
Confl. Peds. (#/hr)	5		9	9		5	4		5	5		4
Confl. Bikes (#/hr)			3									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	4%	1%	1%	2%	0%	3%	0%	3%	4%	1%
Adj. Flow (vph)	289	1709	54	338	1596	439	73	511	436	584	548	272
Shared Lane Traffic (%)												
Lane Group Flow (vph)	289	1709	54	338	1596	439	73	511	436	584	548	272
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

FB NB Weekday PM peak hour
 05/23/2024

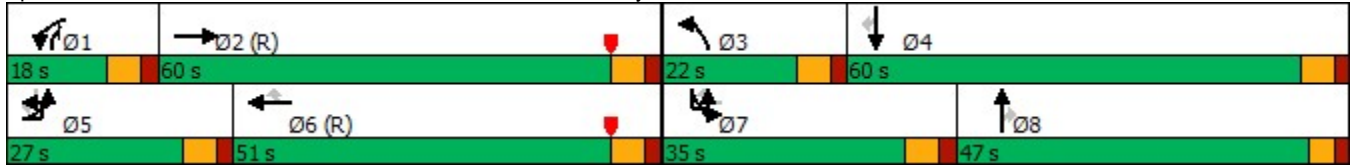
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	custom
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			Free			6 7			8			4 5
Detector Phase	5	2		1	6	6 7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0	
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%	
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	7.0			7.0			7.0			7.0	
Flash Dont Walk (s)	7.0	28.0			28.0			33.0			33.0	
Pedestrian Calls (#/hr)	0	1			2			3			2	
Act Effct Green (s)	17.7	54.2	160.0	24.0	60.6	95.3	10.9	30.1	53.1	28.7	46.9	70.6
Actuated g/C Ratio	0.11	0.34	1.00	0.15	0.38	0.60	0.07	0.19	0.33	0.18	0.29	0.44
v/c Ratio	0.76	0.98	0.04	0.65	0.65	0.47	0.60	0.78	0.70	0.96	0.54	0.39
Control Delay	81.7	69.7	0.0	87.6	24.9	13.9	91.5	69.8	34.1	91.9	49.3	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	69.7	0.0	87.6	24.9	14.6	91.5	69.8	34.1	91.9	49.3	31.2
LOS	F	E	A	F	C	B	F	E	C	F	D	C
Approach Delay		69.5			31.9			56.1			63.5	
Approach LOS		E			C			E			E	
Queue Length 50th (ft)	154	651	0	188	255	151	76	272	257	315	255	191
Queue Length 95th (ft)	201	#764	0	#320	378	371	130	312	383	#433	301	238
Internal Link Dist (ft)		486			620			582			501	
Turn Bay Length (ft)	375		245	250			95		235	300		
Base Capacity (vph)	461	1740	1529	520	2449	928	180	920	626	616	1171	719
Starvation Cap Reductn	0	0	0	0	0	218	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.98	0.04	0.65	0.65	0.62	0.41	0.56	0.70	0.95	0.47	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98

Intersection Signal Delay: 53.3
 Intersection Capacity Utilization 94.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	1581	211	189	1017	108	196	313	221	170	195	51
Future Volume (vph)	122	1581	211	189	1017	108	196	313	221	170	195	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98		1.00				0.99		1.00	
Frt			0.850		0.986				0.850		0.981	
Flt Protected	0.950			0.950			0.950				0.980	
Satd. Flow (prot)	1805	5136	1615	1770	5045	0	3467	1863	1615	0	3425	0
Flt Permitted	0.173			0.060			0.950				0.980	
Satd. Flow (perm)	328	5136	1580	112	5045	0	3467	1863	1593	0	3423	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			140		12				61			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	6		2	2		6			1	1		
Confl. Bikes (#/hr)			10			1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	2%	1%	2%	1%	2%	0%	1%	2%	0%
Adj. Flow (vph)	126	1630	218	195	1048	111	202	323	228	175	201	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	1630	218	195	1159	0	202	323	228	0	429	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	72.1	60.9	60.9	84.6	67.7		33.2	33.2	51.2		23.9	
Actuated g/C Ratio	0.45	0.38	0.38	0.53	0.42		0.21	0.21	0.32		0.15	
v/c Ratio	0.50	0.83	0.32	0.80	0.54		0.28	0.83	0.41		0.84	
Control Delay	27.6	50.3	14.5	64.1	35.9		53.3	79.1	28.4		80.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	27.6	50.3	14.5	64.1	35.9		53.3	79.1	28.4		80.7	
LOS	C	D	B	E	D		D	E	C		F	
Approach Delay		44.9			40.0			56.9			80.7	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	68	589	55	150	336		91	325	124		231	
Queue Length 95th (ft)	107	655	126	#259	397		126	429	188		#362	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	350	1955	688	268	2141		845	454	575		510	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.36	0.83	0.32	0.73	0.54		0.24	0.71	0.40		0.84	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 69 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84

Intersection Signal Delay: 48.8

Intersection LOS: D

Intersection Capacity Utilization 89.8%





ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	1607	138	609	947	47	158	471	1294	155	498	207
Future Volume (vph)	163	1607	138	609	947	47	158	471	1294	155	498	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00			1.00	0.99	0.98	1.00		0.98
Frt		0.988			0.993			0.913	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5063	0	3400	3514	0	1787	3032	1427	1787	3471	1568
Flt Permitted	0.950			0.950			0.327			0.105		
Satd. Flow (perm)	1805	5063	0	3398	3514	0	613	3032	1404	197	3471	1537
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			238	70			
Link Speed (mph)		40			40			40				30
Link Distance (ft)		671			516			310				394
Travel Time (s)		11.4			8.8			5.3				9.0
Confl. Peds. (#/hr)			2	2			7		5	5		7
Confl. Bikes (#/hr)			3						1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	2%	3%	2%	2%	1%	3%	3%	1%	4%	3%
Adj. Flow (vph)	166	1640	141	621	966	48	161	481	1320	158	508	211
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	166	1781	0	621	1014	0	161	1141	660	158	508	211
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		2			2						0	
Act Effct Green (s)	17.1	43.0		23.0	48.9		49.3	37.3	60.3	50.7	38.0	55.1
Actuated g/C Ratio	0.12	0.31		0.16	0.35		0.35	0.27	0.43	0.36	0.27	0.39
v/c Ratio	0.75	1.15		1.11	0.82		0.51	1.16	1.02	0.73	0.54	0.35
Control Delay	79.9	117.1		125.4	48.7		34.0	120.5	72.9	52.2	46.5	27.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.9	117.1		125.4	48.7		34.0	120.5	72.9	52.2	46.5	27.4
LOS	E	F		F	D		C	F	E	D	D	C
Approach Delay		113.9			77.8			97.4			42.9	
Approach LOS		F			E			F			D	
Queue Length 50th (ft)	148	~694		~332	442		96	~596	~619	94	210	125
Queue Length 95th (ft)	220	#790		#454	#607		150	#743	#684	#182	273	177
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	296	1555		558	1230		341	981	647	232	942	674
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.56	1.15		1.11	0.82		0.47	1.16	1.02	0.68	0.54	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.16

Intersection Signal Delay: 90.0
 Intersection Capacity Utilization 111.7%
 Analysis Period (min) 15













Intersection LOS: F
 ICU Level of Service H

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

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

↙ Ø1	→ Ø2 (R)	↘ Ø3	↓ Ø4
29 s	49 s	20 s	42 s
↘ Ø5	← Ø6 (R)	↙ Ø7	↑ Ø8
29 s	49 s	20 s	42 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	733	774	333	27	269	191	142	729	32	229	858	416
Future Volume (vph)	733	774	333	27	269	191	142	729	32	229	858	416
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt			0.850		0.938			0.994			0.993	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3610	1583	1805	3328	0	1719	3453	0	1745	3363	1366
Flt Permitted	0.950			0.950			0.108			0.107		
Satd. Flow (perm)	3400	3610	1583	1805	3328	0	195	3453	0	196	3363	1366
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			299									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)									4	4		
Confl. Bikes (#/hr)									7			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	0%	2%	0%	3%	0%	5%	4%	0%	0%	2%	4%
Adj. Flow (vph)	824	870	374	30	302	215	160	819	36	257	964	467
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	824	870	374	30	517	0	160	855	0	257	1011	420
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	26.1	48.5	66.2	6.6	24.7		49.9	37.2		56.1	40.6	72.7
Actuated g/C Ratio	0.21	0.39	0.53	0.05	0.20		0.40	0.30		0.45	0.32	0.58
v/c Ratio	1.16	0.62	0.38	0.32	0.79		0.73	0.83		0.94	0.93	0.53
Control Delay	132.6	34.7	5.2	67.9	57.1		45.0	49.8		74.0	56.6	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	132.6	34.7	5.2	67.9	57.1		45.0	49.8		74.0	56.6	20.5
LOS	F	C	A	E	E		D	D		E	E	C
Approach Delay		68.4			57.7			49.1			50.2	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	~417	320	32	24	214		75	340		153	435	217
Queue Length 95th (ft)	#589	404	89	59	276		156	450		#357	#647	381
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	708	1398	1012	304	933		266	1107		273	1089	793
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	1.16	0.62	0.37	0.10	0.55		0.60	0.77		0.94	0.93	0.53

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 125.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16

Intersection Signal Delay: 57.8
 Intersection Capacity Utilization 88.8%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service E

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

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd

↙ Ø1	↕ Ø2	↘ Ø3	→ Ø4
20 s	46 s	26 s	41 s
↘ Ø5	↕ Ø6	↙ Ø7	← Ø8
20 s	46 s	31 s	41 s

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	551	1478	67	40	480	166	90	227	178	585	208	822
Future Volume (vph)	551	1478	67	40	480	166	90	227	178	585	208	822
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor		1.00		1.00			1.00		0.99	1.00	1.00	0.99
Frt		0.993			0.962				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.972	
Satd. Flow (prot)	1787	6411	0	1805	4765	0	1752	1881	1599	1626	3314	2787
Flt Permitted	0.229			0.105			0.950			0.950	0.972	
Satd. Flow (perm)	431	6411	0	199	4765	0	1750	1881	1578	1625	3312	2746
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			61				70			554
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)			1	1			2		1	1		2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	5%	0%	6%	1%	3%	1%	1%	1%	2%	2%
Adj. Flow (vph)	599	1607	73	43	522	180	98	247	193	636	226	893
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	599	1680	0	43	702	0	98	247	193	318	544	893
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		1			0		0	0		0	0	
Act Effct Green (s)	66.1	51.7		46.4	38.0		24.0	24.0	32.4	31.9	31.9	54.0
Actuated g/C Ratio	0.47	0.37		0.33	0.27		0.17	0.17	0.23	0.23	0.23	0.39
v/c Ratio	1.44	0.71		0.27	0.53		0.33	0.76	0.46	0.86	0.72	0.64
Control Delay	235.8	40.8		27.3	41.0		52.6	70.6	17.7	74.1	56.2	13.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	235.8	40.8		27.3	41.0		52.6	70.6	17.7	74.1	56.2	13.5
LOS	F	D		C	D		D	E	B	E	E	B
Approach Delay		92.0			40.2			48.3			37.7	
Approach LOS		F			D			D			D	
Queue Length 50th (ft)	~662	396		22	182		79	216	49	296	244	127
Queue Length 95th (ft)	#899	456		46	226		130	300	85	#509	330	216
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	417	2370		286	1337		375	403	525	376	767	1405
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.44	0.71		0.15	0.53		0.26	0.61	0.37	0.85	0.71	0.64

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 62.4

Intersection LOS: E

Intersection Capacity Utilization 113.1% ICU Level of Service H
 Analysis Period (min) 15

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

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave













↖ Ø1 24 s	→ Ø2 (R) 44 s	↖↗ Ø3 36 s	↖↗ Ø4 36 s
↙ Ø5 24 s	← Ø6 (R) 44 s		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	90	1255	226	394	939	242	3	266	519	455	8	214
Future Volume (vph)	90	1255	226	394	939	242	3	266	519	455	8	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		0.99		1.00
Frt		0.977			0.969					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	4991	0	3367	4924	0	0	1720	3574	2760	0	1771
Flt Permitted	0.950			0.950				0.263				0.241
Satd. Flow (perm)	1804	4991	0	3364	4924	0	0	476	3574	2720	0	449
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		25			45					168		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	1		2	2		1		1		2		2
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	3%	4%	2%	1%	0%	5%	1%	3%	0%	2%
Adj. Flow (vph)	96	1335	240	419	999	257	3	283	552	484	9	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	1575	0	419	1256	0	0	286	552	484	0	237
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Perm	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6			3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		8	3	8	1	7	7

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	455	99
Future Volume (vph)	455	99
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1615
Flt Permitted		
Satd. Flow (perm)	3505	1594
Right Turn on Red		Yes
Satd. Flow (RTOR)		75
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	484	105
Shared Lane Traffic (%)		
Lane Group Flow (vph)	484	105
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5

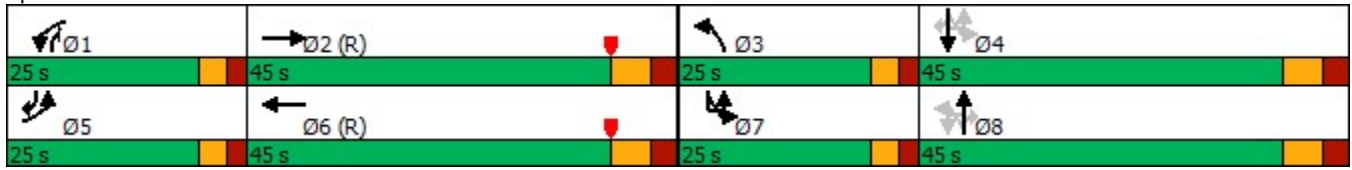
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	32.0		5.0	32.0		12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		19.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		45.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		32.1%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		38.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0		7.0			
Flash Dont Walk (s)							30.0		30.0			
Pedestrian Calls (#/hr)							1		1			
Act Effct Green (s)	12.8	46.4		22.4	56.1			50.7	29.3	53.8		47.6
Actuated g/C Ratio	0.09	0.33		0.16	0.40			0.36	0.21	0.38		0.34
v/c Ratio	0.59	0.94		0.78	0.63			0.83	0.74	0.42		0.74
Control Delay	74.7	57.0		66.7	35.8			51.9	57.7	18.2		44.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	74.7	57.0		66.7	35.8			51.9	57.7	18.2		44.0
LOS	E	E		E	D			D	E	B		D
Approach Delay		58.0			43.5				42.0			
Approach LOS		E			D				D			
Queue Length 50th (ft)	85	516		188	323			189	251	107		151
Queue Length 95th (ft)	142	#708		#271	443			#247	293	146		196
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	257	1671		549	1999			350	970	1161		348
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.37	0.94		0.76	0.63			0.82	0.57	0.42		0.68

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 48.2
 Intersection Capacity Utilization 88.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

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






















Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



	↓	↙
Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	27.7	42.5
Actuated g/C Ratio	0.20	0.30
v/c Ratio	0.70	0.20
Control Delay	57.2	10.2
Queue Delay	0.0	0.0
Total Delay	57.2	10.2
LOS	E	B
Approach Delay	47.4	
Approach LOS	D	
Queue Length 50th (ft)	218	18
Queue Length 95th (ft)	257	51
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	951	617
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.51	0.17
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations			  				 			 		
Traffic Volume (vph)	2	243	1618	18	1	458	1227	91	27	487	315	68
Future Volume (vph)	2	243	1618	18	1	458	1227	91	27	487	315	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		135		0		300		0	0		0	0
Storage Lanes		1		0		1		0	0		0	0
Taper Length (ft)		40				40			0			0
Lane Util. Factor	0.91	1.00	0.91	0.91	0.95	0.97	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00	1.00			1.00	1.00			0.99		
Frt			0.998				0.990			0.943		
Flt Protected		0.950				0.950				0.998		
Satd. Flow (prot)	0	1805	5122	0	0	3467	3523	0	0	3267	0	0
Flt Permitted		0.950				0.950				0.656		
Satd. Flow (perm)	0	1804	5122	0	0	3464	3523	0	0	2148	0	0
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			30				30			20		
Link Distance (ft)			529				566			958		
Travel Time (s)			12.0				12.9			32.7		
Confl. Peds. (#/hr)		1		2		2		1	2		2	2
Confl. Bikes (#/hr)											3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	6%	0%	1%	1%	6%	0%	5%	1%	5%
Adj. Flow (vph)	2	245	1634	18	1	463	1239	92	27	492	318	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	247	1652	0	0	464	1331	0	0	837	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			80				40			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			52				16			28		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		1	1	2		1	2		1
Detector Template	Left		Thru		Left		Thru		Left	Thru		Left
Leading Detector (ft)	20	56	100		20	30	100		20	100		20
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0
Detector 1 Size(ft)	20	30	6		20	30	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		36	94				94			94		
Detector 2 Size(ft)		20	6				6			6		
Detector 2 Type		Cl+Ex	Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												

	↓	↙	
Lane Group	SBT	SBR	Ø3
Lane Configurations			
Traffic Volume (vph)	631	193	
Future Volume (vph)	631	193	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		0	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	1.00		
Frt	0.968		
Flt Protected	0.996		
Satd. Flow (prot)	3339	0	
Flt Permitted	0.595		
Satd. Flow (perm)	1995	0	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	20		
Link Distance (ft)	393		
Travel Time (s)	13.4		
Confl. Peds. (#/hr)		2	
Confl. Bikes (#/hr)			
Peak Hour Factor	0.99	0.99	
Heavy Vehicles (%)	5%	0%	
Adj. Flow (vph)	637	195	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	901	0	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	0		
Link Offset(ft)	0		
Crosswalk Width(ft)	36		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2		
Detector Template	Thru		
Leading Detector (ft)	100		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	6		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)	94		
Detector 2 Size(ft)	6		
Detector 2 Type	Cl+Ex		
Detector 2 Channel			

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases									4			4
Detector Phase	5	5	2		1	1	6		4	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	16.0		10.0	10.0	16.0		16.0	16.0		16.0
Minimum Split (s)	10.0	10.0	22.0		18.0	18.0	22.0		29.9	29.9		29.9
Total Split (s)	27.0	27.0	56.0		30.0	30.0	56.0		60.0	60.0		60.0
Total Split (%)	15.3%	15.3%	31.8%		17.0%	17.0%	31.8%		34.1%	34.1%		34.1%
Maximum Green (s)	22.0	22.0	50.0		22.0	22.0	50.0		46.1	46.1		46.1
Yellow Time (s)	3.0	3.0	4.0		3.0	3.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		5.0	5.0	2.0		9.9	9.9		9.9
Lost Time Adjust (s)		0.0	0.0				0.0			0.0		
Total Lost Time (s)		5.0	6.0				8.0			13.9		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	5.0		2.0	2.0	5.0		4.0	4.0		4.0
Recall Mode	None	None	None		None	None	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.1	50.3			22.1	53.4			46.4		
Actuated g/C Ratio		0.14	0.33			0.14	0.35			0.30		
v/c Ratio		0.95	0.98			0.92	1.08			1.28		
Control Delay		107.0	67.2			88.6	96.6			180.6		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		107.0	67.2			88.6	96.6			180.6		
LOS		F	E			F	F			F		
Approach Delay			72.4				94.6			180.6		
Approach LOS			E				F			F		
Queue Length 50th (ft)		235	558			226	~717			~516		
Queue Length 95th (ft)		#525	#927			#436	#1175			#855		
Internal Link Dist (ft)			449				486			878		
Turn Bay Length (ft)		135				300						
Base Capacity (vph)		261	1689			503	1231			653		
Starvation Cap Reductn		0	0			0	0			0		
Spillback Cap Reductn		0	0			0	0			0		
Storage Cap Reductn		0	0			0	0			0		
Reduced v/c Ratio		0.95	0.98			0.92	1.08			1.28		

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 152.6
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.49
 Intersection Signal Delay: 128.3
 Intersection LOS: F

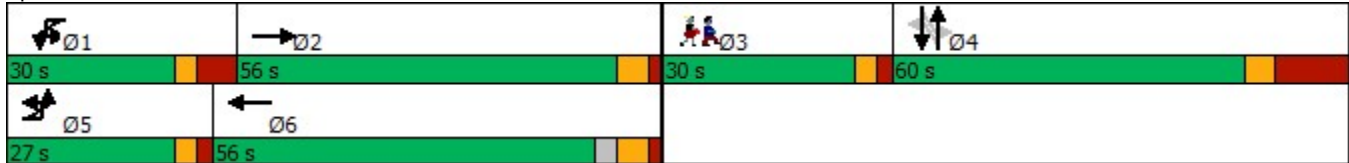
Lane Group	SBT	SBR	Ø3
Detector 2 Extend (s)	0.0		
Turn Type	NA		
Protected Phases	4		3
Permitted Phases			
Detector Phase	4		
Switch Phase			
Minimum Initial (s)	16.0		1.0
Minimum Split (s)	29.9		33.0
Total Split (s)	60.0		30.0
Total Split (%)	34.1%		17%
Maximum Green (s)	46.1		25.0
Yellow Time (s)	4.0		3.0
All-Red Time (s)	9.9		2.0
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	13.9		
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Vehicle Extension (s)	4.0		1.0
Recall Mode	None		None
Walk Time (s)			10.0
Flash Dont Walk (s)			18.0
Pedestrian Calls (#/hr)			3
Act Effct Green (s)	46.4		
Actuated g/C Ratio	0.30		
v/c Ratio	1.49		
Control Delay	265.0		
Queue Delay	0.0		
Total Delay	265.0		
LOS	F		
Approach Delay	265.0		
Approach LOS	F		
Queue Length 50th (ft)	~608		
Queue Length 95th (ft)	#963		
Internal Link Dist (ft)	313		
Turn Bay Length (ft)			
Base Capacity (vph)	606		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	1.49		







Intersection Summary







Intersection Capacity Utilization 132.8% ICU Level of Service H
 Analysis Period (min) 15

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	469	200	457	322	243	630
Future Volume (vph)	469	200	457	322	243	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor		0.99	1.00		1.00	
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1333	3367	1629	3433	2760
Flt Permitted			0.430		0.950	
Satd. Flow (perm)	3539	1316	1523	1629	3421	2760
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		188				708
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Confl. Peds. (#/hr)		1	1		2	
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	9%	4%	5%	2%	3%
Parking (#/hr)		0		0		
Adj. Flow (vph)	527	225	513	362	273	708
Shared Lane Traffic (%)						
Lane Group Flow (vph)	527	225	513	362	273	708
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

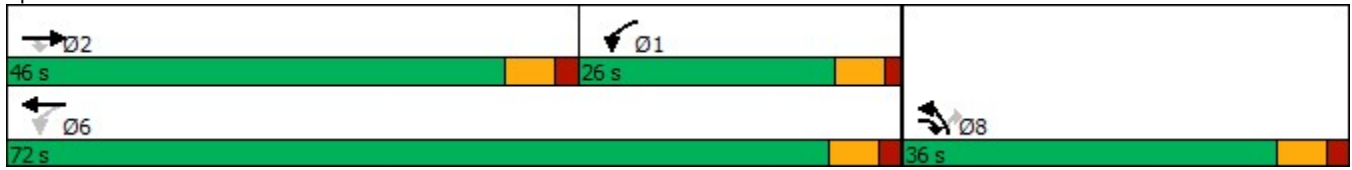
Lane Group						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	9.5	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	15.6	31.8	27.8	27.3	16.2	16.2
Actuated g/C Ratio	0.28	0.57	0.50	0.49	0.29	0.29
v/c Ratio	0.53	0.27	0.53	0.45	0.27	0.54
Control Delay	19.8	1.7	14.2	12.3	16.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	1.7	14.2	12.3	16.3	3.3
LOS	B	A	B	B	B	A
Approach Delay	14.4			13.4	6.9	
Approach LOS	B			B	A	
Queue Length 50th (ft)	74	3	46	71	33	0
Queue Length 95th (ft)	140	18	91	159	69	34
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	2599	970	1862	1607	1891	1838
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.23	0.28	0.23	0.14	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 55.8
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 11.3
 Intersection Capacity Utilization 48.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave













FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	778	53	325	6	56	54	3	140	414	3	3	32
Future Volume (vph)	778	53	325	6	56	54	3	140	414	3	3	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor			0.99	1.00				1.00				
Frt			0.850		0.926				0.999			
Flt Protected	0.950	0.958		0.950				0.950				0.950
Satd. Flow (prot)	1579	3171	1599	1543	2943	0	0	1753	5182	0	0	1612
Flt Permitted	0.415	0.696		0.506				0.293				0.484
Satd. Flow (perm)	690	2304	1575	821	2943	0	0	540	5182	0	0	821
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			349		58				1			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)			2	2				1				
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	8%	1%	17%	19%	8%	0%	3%	0%	0%	0%	13%
Adj. Flow (vph)	837	57	349	6	60	58	3	151	445	3	3	34
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	418	476	349	6	118	0	0	154	448	0	0	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	481	563
Future Volume (vph)	481	563
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1553
Flt Permitted		
Satd. Flow (perm)	3505	1532
Right Turn on Red		Yes
Satd. Flow (RTOR)		605
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	3%	4%
Adj. Flow (vph)	517	605
Shared Lane Traffic (%)		
Lane Group Flow (vph)	517	605
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB NB Weekday PM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	11.0	16.0	16.0	12.0	12.0		10.0	10.0	16.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	33.3	32.3	32.3	7.8	7.8			32.5	25.8			25.1
Actuated g/C Ratio	0.43	0.42	0.42	0.10	0.10			0.42	0.34			0.33
v/c Ratio	0.80	0.40	0.40	0.07	0.34			0.42	0.26			0.11
Control Delay	31.8	17.2	3.6	36.2	22.3			17.3	20.1			14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	31.8	17.2	3.6	36.2	22.3			17.3	20.1			14.0
LOS	C	B	A	D	C			B	C			B
Approach Delay		18.3			22.9				19.4			
Approach LOS		B			C				B			
Queue Length 50th (ft)	162	82	0	3	14			44	60			10
Queue Length 95th (ft)	#341	144	52	15	42			83	91			27
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	535	1734	1161	271	1013			474	2745			509
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.78	0.27	0.30	0.02	0.12			0.32	0.16			0.07

Intersection Summary

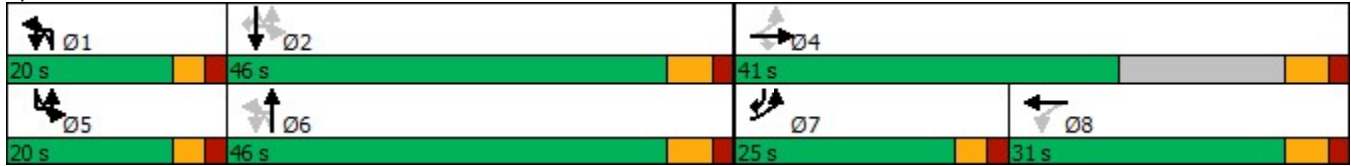
Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 76.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 17.6
 Intersection Capacity Utilization 66.1%
 Intersection LOS: B
 ICU Level of Service C

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	6.0
Minimum Split (s)	16.0	11.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	18.4	38.8
Actuated g/C Ratio	0.24	0.51
v/c Ratio	0.62	0.56
Control Delay	29.8	3.1
Queue Delay	0.0	0.0
Total Delay	29.8	3.1
LOS	C	A
Approach Delay	15.3	
Approach LOS	B	
Queue Length 50th (ft)	115	0
Queue Length 95th (ft)	178	43
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	1856	1090
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.28	0.56
Intersection Summary		

Analysis Period (min) 15






















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

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



Lanes, Volumes, Timings
 36: Charles Lindbergh Blvd & Meadow St/Drwy

FB NB Weekday PM peak hour
 05/23/2024

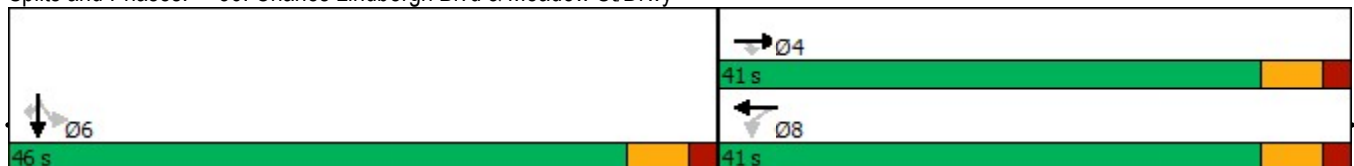
														
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	0	13	278	52	119	0	0	0	0	9	1023	548		
Future Volume (vph)	0	13	278	52	119	0	0	0	0	9	1023	548		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00		
Ped Bike Factor			0.98	1.00						0.99		0.98		
Frt			0.850									0.850		
Flt Protected				0.950						0.950				
Satd. Flow (prot)	0	1333	1531	1925	1792	0	0	0	0	1381	5085	1478		
Flt Permitted				0.748						0.950				
Satd. Flow (perm)	0	1333	1505	1509	1792	0	0	0	0	1370	5085	1453		
Right Turn on Red			Yes			No			Yes			Yes		
Satd. Flow (RTOR)			38									645		
Link Speed (mph)		30			30			45			45			
Link Distance (ft)		945			217			310			564			
Travel Time (s)		21.5			4.9			4.7			8.5			
Confl. Peds. (#/hr)	4		4	4		4	4		4	4		4		
Confl. Bikes (#/hr)						1								
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85		
Heavy Vehicles (%)	0%	33%	2%	0%	6%	0%	0%	0%	0%	22%	2%	2%		
Adj. Flow (vph)	0	15	327	61	140	0	0	0	0	11	1204	645		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	15	327	61	140	0	0	0	0	11	1204	645		
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No		
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right		
Median Width(ft)		0			14			10			10			
Link Offset(ft)		0			0			0			0			
Crosswalk Width(ft)		16			16			16			16			
Two way Left Turn Lane														
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09		
Turning Speed (mph)	15		9	15		9	15		9	15		9		
Number of Detectors		1	1	1	1					1	1	1		
Detector Template			Right	Left										
Leading Detector (ft)		30	30	20	20					100	100	100		
Trailing Detector (ft)		0	0	0	0					94	94	94		
Detector 1 Position(ft)		0	0	0	0					94	94	94		
Detector 1 Size(ft)		30	30	20	20					6	6	6		
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel														
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0		
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0		
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0		
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm		
Protected Phases		4			8						6			
Permitted Phases			4	8						6		6		
Detector Phase		4	4	8	8					6	6	6		
Switch Phase														
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0		







Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	1	1					1	1	1
Act Effct Green (s)		18.9	18.9	18.9	18.9					39.2	39.2	39.2
Actuated g/C Ratio		0.27	0.27	0.27	0.27					0.56	0.56	0.56
v/c Ratio		0.04	0.76	0.15	0.29					0.01	0.42	0.59
Control Delay		18.3	32.5	19.9	21.6					9.2	10.4	3.5
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		18.3	32.5	19.9	21.6					9.2	10.4	3.5
LOS		B	C	B	C					A	B	A
Approach Delay		31.9			21.1						8.0	
Approach LOS		C			C						A	
Queue Length 50th (ft)		5	116	20	49					2	99	0
Queue Length 95th (ft)		16	184	44	84					10	161	37
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		672	777	760	903					789	2930	1110
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.02	0.42	0.08	0.16					0.01	0.41	0.58

Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 70.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 12.5
 Intersection Capacity Utilization 60.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy









						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	0	1407	0	0	198	0
Future Volume (vph)	0	1407	0	0	198	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	1.00
Frts						
Flt Protected					0.950	
Satd. Flow (prot)	0	3574	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3574	0	0	3433	0
Link Speed (mph)		45	30		30	
Link Distance (ft)		600	253		249	
Travel Time (s)		9.1	5.8		5.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	1%	2%	2%	2%	2%
Adj. Flow (vph)	0	1695	0	0	239	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1695	0	0	239	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	R NA	Left	Right	L NA	Right
Median Width(ft)		12	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 59.2% ICU Level of Service B
 Analysis Period (min) 15















Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1606	0	0	0	0	0
Future Volume (vph)	1606	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	6408	0	0	0	0	1900
Flt Permitted						
Satd. Flow (perm)	6408	0	0	0	0	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	253			189	174	
Travel Time (s)	5.8			4.3	4.0	
Confl. Peds. (#/hr)		3	3			
Confl. Bikes (#/hr)						2
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1935	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1935	0	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary















Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 51.2% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  			  
Traffic Volume (vph)	0	0	674	0	0	1095
Future Volume (vph)	0	0	674	0	0	1095
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	11	11
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	5036	1710	0	4964
Flt Permitted						
Satd. Flow (perm)	0	1900	5036	1710	0	4964
Link Speed (mph)	30		35			35
Link Distance (ft)	226		393			581
Travel Time (s)	5.1		7.7			11.3
Confl. Peds. (#/hr)	3					
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	3%	0%	0%	1%
Adj. Flow (vph)	0	0	793	0	0	1288
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	793	0	0	1288
Enter Blocked Intersection	No	Yes	Yes	Yes	No	Yes
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		25			25
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.14	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 24.5% ICU Level of Service A
 Analysis Period (min) 15

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations			  			  		
Traffic Volume (veh/h)	0	0	674	0	0	1095		
Future Volume (Veh/h)	0	0	674	0	0	1095		
Sign Control	Yield		Free			Free		
Grade	0%		0%			0%		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85		
Hourly flow rate (vph)	0	0	793	0	0	1288		
Pedestrians			3					
Lane Width (ft)			11.2					
Walking Speed (ft/s)			3.5					
Percent Blockage			0					
Right turn flare (veh)								
Median type			Raised			Raised		
Median storage veh			1			1		
Upstream signal (ft)			393			581		
pX, platoon unblocked	0.97	0.95			0.95			
vC, conflicting volume	1225	264			793			
vC1, stage 1 conf vol	793							
vC2, stage 2 conf vol	432							
vCu, unblocked vol	804	37			594			
tC, single (s)	6.8	6.9			4.1			
tC, 2 stage (s)	5.8							
tF (s)	3.5	3.3			2.2			
p0 queue free %	100	100			100			
cM capacity (veh/h)	403	981			942			
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	0	264	264	264	0	429	429	429
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.16	0.16	0.16	0.00	0.25	0.25	0.25
Queue Length 95th (ft)	0	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s)	0.0	0.0				0.0		
Approach LOS	A							
Intersection Summary								
Average Delay			0.0					
Intersection Capacity Utilization			24.5%		ICU Level of Service			A
Analysis Period (min)			15					

Lanes, Volumes, Timings
 40: Hempstead Tpke & Meadowbrook Pkwy SB Off Ramp

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑↑	↑		↑↑↑					↑
Traffic Volume (vph)	0	1676	620	0	1242	0	0	0	0	838
Future Volume (vph)	0	1676	620	0	1242	0	0	0	0	838
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		140	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	0			0			0		0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	4916	1561	0	5085	0	0	0	0	1644
Flt Permitted										
Satd. Flow (perm)	0	4916	1561	0	5085	0	0	0	0	1644
Link Speed (mph)		50			50		30		30	
Link Distance (ft)		294			391		419		491	
Travel Time (s)		4.0			5.3		9.5		11.2	
Confl. Peds. (#/hr)	1					1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1822	674	0	1350	0	0	0	0	911
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1822	674	0	1350	0	0	0	0	911
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	R NA
Median Width(ft)		25			25		0		0	
Link Offset(ft)		0			0		0		11	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		50	15		9	15	9	15	50
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 82.6%
 Analysis Period (min) 15
 ICU Level of Service E

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (vph)	0	1270	0	0	1571	0	0	0	488	0	0	307
Future Volume (vph)	0	1270	0	0	1571	0	0	0	488	0	0	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		140
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt Protected									0.865			0.865
Satd. Flow (prot)	0	5136	0	0	5136	0	0	0	1863	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	5136	0	0	5136	0	0	0	1863	0	0	1644
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		204			435			301			361	
Travel Time (s)		2.8			5.9			6.8			8.2	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1427	0	0	1765	0	0	0	548	0	0	345
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1427	0	0	1765	0	0	0	548	0	0	345
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Left	R NA	Left	Left	R NA
Median Width(ft)		6			6			0			0	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 61.4%
 Analysis Period (min) 15
 ICU Level of Service B







HCM Unsignalized Intersection Capacity Analysis

FB NB Weekday PM peak hour

41: Meadowbrook Pkwy NB Off Ramp/Meadowbrook Pkwy NB Off Ramp & Hempstead Tpke

05/23/2024







Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (veh/h)	0	1270	0	0	1571	0	0	0	488	0	0	307
Future Volume (Veh/h)	0	1270	0	0	1571	0	0	0	488	0	0	307
Sign Control		Free			Free			Stop			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	1427	0	0	1765	0	0	0	548	0	0	345
Pedestrians		1										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					654							
pX, platoon unblocked	0.77						0.77	0.77		0.77	0.77	0.77
vC, conflicting volume	1765			1427			2361	3192	476	2789	3192	589
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	966			1427			1737	2810	476	2289	2810	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	59
cM capacity (veh/h)	558			483			26	14	541	0	14	844
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NE 1	SW 1				
Volume Total	476	476	476	588	588	588	548	345				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	0	0	0	0	548	345				
cSH	1700	1700	1700	1700	1700	1700	541	844				
Volume to Capacity	0.28	0.28	0.28	0.35	0.35	0.35	1.01	0.41				
Queue Length 95th (ft)	0	0	0	0	0	0	370	50				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	69.8	12.2				
Lane LOS							F	B				
Approach Delay (s)	0.0			0.0			69.8	12.2				
Approach LOS							F	B				
Intersection Summary												
Average Delay			10.4									
Intersection Capacity Utilization			61.4%		ICU Level of Service				B			
Analysis Period (min)			15									

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↗
Traffic Volume (vph)	1676	0	0	1242	0	252
Future Volume (vph)	1676	0	0	1242	0	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	16
Storage Length (ft)		0	0		0	140
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						0.865
Flt Protected						
Satd. Flow (prot)	4964	0	0	4916	0	1863
Flt Permitted						
Satd. Flow (perm)	4964	0	0	4916	0	1863
Link Speed (mph)	50			50	30	
Link Distance (ft)	391			133	260	
Travel Time (s)	5.3			1.8	5.9	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	0%	0%	2%	0%	0%
Adj. Flow (vph)	1883	0	0	1396	0	283
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1883	0	0	1396	0	283
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	11	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 82.6% ICU Level of Service E
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.







						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		
Traffic Volume (vph)	1270	658	0	1878	0	0
Future Volume (vph)	1270	658	0	1878	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	0.86	1.00	1.00
Flt	0.949					
Flt Protected						
Satd. Flow (prot)	4696	0	0	6471	0	0
Flt Permitted						
Satd. Flow (perm)	4696	0	0	6471	0	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	225			204	220	
Travel Time (s)	3.1			2.8	5.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	1%	2%	2%
Adj. Flow (vph)	1296	671	0	1916	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1967	0	0	1916	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	6			6	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 42.6% ICU Level of Service A
 Analysis Period (min) 15










HCM Unsignalized Intersection Capacity Analysis
 43: Meadowbrook Pkwy NB On Ramp & Hempstead Tpke










FB NB Weekday PM peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↑↑↑			
Traffic Volume (veh/h)	1270	658	0	1878	0	0	
Future Volume (Veh/h)	1270	658	0	1878	0	0	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	
Hourly flow rate (vph)	1296	671	0	1916	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)				858			
pX, platoon unblocked							
vC, conflicting volume			1967		2110	768	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			1967		2110	768	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	100	
cM capacity (veh/h)			299		44	345	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	518	518	930	479	479	479	479
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	671	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.30	0.30	0.55	0.28	0.28	0.28	0.28
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							
Approach Delay (s)	0.0			0.0			
Approach LOS							
Intersection Summary							
Average Delay			0.0				
Intersection Capacity Utilization			42.6%		ICU Level of Service		A
Analysis Period (min)			15				

Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

FB NB Weekday PM peak hour
 05/23/2024

									
Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Lane Configurations	↑↑↑	↓		↑↑	↑↑↑		↑↓		↑
Traffic Volume (vph)	1831	97	62	436	1952	3	348	8	1
Future Volume (vph)	1831	97	62	436	1952	3	348	8	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	11	12
Storage Length (ft)		55		150		0	205		0
Storage Lanes		1		2		0	1		1
Taper Length (ft)				85					
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.91	0.88	1.00	1.00
Ped Bike Factor		0.96		1.00	1.00				0.98
Frt		0.850					0.850		0.865
Flt Protected				0.950					
Satd. Flow (prot)	4964	1561	0	3120	4964	0	2695	0	1644
Flt Permitted				0.950					
Satd. Flow (perm)	4964	1500	0	3117	4964	0	2695	0	1613
Right Turn on Red			No			Yes		No	Yes
Satd. Flow (RTOR)									26
Link Speed (mph)	40				40				
Link Distance (ft)	625				576				
Travel Time (s)	10.7				9.8				
Confl. Peds. (#/hr)		8		8		5			5
Confl. Bikes (#/hr)		2				2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%	2%	0%	0%
Adj. Flow (vph)	1969	104	67	469	2099	3	374	9	1
Shared Lane Traffic (%)									
Lane Group Flow (vph)	1969	171	0	469	2102	0	383	0	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	Right	R NA
Median Width(ft)	18				18				
Link Offset(ft)	0				0				
Crosswalk Width(ft)	16				16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9	9
Number of Detectors	0	0		2	0		2		0
Detector Template									
Leading Detector (ft)	0	0		50	0		50		0
Trailing Detector (ft)	0	0		0	0		0		0
Detector 1 Position(ft)	0	0		0	0		0		0
Detector 1 Size(ft)	0	0		20	0		20		0
Detector 1 Type				Cl+Ex			Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)				30			30		
Detector 2 Size(ft)				20			20		
Detector 2 Type				Cl+Ex			Cl+Ex		

									
Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Detector 2 Channel									
Detector 2 Extend (s)				0.0			0.0		
Turn Type	NA	Perm		Prot	NA		Over		Perm
Protected Phases	2			4	6		4		
Permitted Phases		2							4
Detector Phase	2	2		4	6		4		4
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	22.5		17.6		17.6
Total Split (s)	120.0	120.0		50.0	120.0		50.0		50.0
Total Split (%)	70.6%	70.6%		29.4%	70.6%		29.4%		29.4%
Maximum Green (s)	113.0	113.0		42.4	113.0		42.4		42.4
Yellow Time (s)	4.0	4.0		3.5	4.0		3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0		4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0		7.6		7.6
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		3.0	0.2		3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max		None		None
Walk Time (s)	7.0	7.0		7.0			7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0			31.0		31.0
Pedestrian Calls (#/hr)	3	3		0			0		0
Act Effct Green (s)	123.4	123.4		32.0	123.4		32.0		32.0
Actuated g/C Ratio	0.73	0.73		0.19	0.73		0.19		0.19
v/c Ratio	0.55	0.16		0.80	0.58		0.76		0.00
Control Delay	11.8	8.3		69.6	8.3		74.7		0.0
Queue Delay	0.3	0.0		0.0	0.7		0.0		0.0
Total Delay	12.1	8.3		69.6	9.1		74.7		0.0
LOS	B	A		E	A		E		A
Approach Delay	11.8				20.1				
Approach LOS	B				C				
Queue Length 50th (ft)	334	54		283	275		232		0
Queue Length 95th (ft)	441	98		m292	m351		284		0
Internal Link Dist (ft)	545				496				
Turn Bay Length (ft)		55		150			205		
Base Capacity (vph)	3603	1088		778	3603		672		421
Starvation Cap Reductn	0	0		0	1039		0		0
Spillback Cap Reductn	830	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0		0
Reduced v/c Ratio	0.71	0.16		0.60	0.82		0.57		0.00

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 168 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 20.7
 Intersection Capacity Utilization 61.9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke

→ Ø2 (R) 120 s	↙ Ø4 50 s
← Ø6 (R) 120 s	













Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	482	1708	18	32	1505	129	73	132	4	168	155	702
Future Volume (vph)	482	1708	18	32	1505	129	73	132	4	168	155	702
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99	1.00		0.99	0.98	0.96
Frt		0.998			0.988			0.996			0.903	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3090	4951	0	1745	4902	0	1745	1748	0	1728	1512	1454
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3088	4951	0	1736	4902	0	1722	1748	0	1718	1512	1400
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	2		22	22		2	18		5	5		18
Confl. Bikes (#/hr)			3			3			3			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	1%	0%	0%	1%	0%	0%	1%	0%	1%	1%	2%
Adj. Flow (vph)	497	1761	19	33	1552	133	75	136	4	173	160	724
Shared Lane Traffic (%)												41%
Lane Group Flow (vph)	497	1780	0	33	1685	0	75	140	0	173	457	427
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB NB Weekday PM peak hour
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	38.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	40.0	81.0		23.0	64.0		26.0	26.0		40.0	40.0	40.0
Total Split (%)	23.5%	47.6%		13.5%	37.6%		15.3%	15.3%		23.5%	23.5%	23.5%
Maximum Green (s)	34.0	75.0		17.0	58.0		20.0	20.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		6			2		7	7		1	1	
Act Effct Green (s)	30.8	79.6		14.6	61.2		16.9	16.9		37.1	37.1	67.9
Actuated g/C Ratio	0.18	0.47		0.09	0.36		0.10	0.10		0.22	0.22	0.40
v/c Ratio	0.89	0.77		0.22	0.95		0.43	0.80		0.46	1.39	0.75
Control Delay	73.3	37.4		63.5	57.7		79.0	106.1		63.4	238.3	50.1
Queue Delay	0.0	0.7		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	73.3	38.1		63.5	57.7		79.0	106.1		63.4	238.3	50.1
LOS	E	D		E	E		E	F		E	F	D
Approach Delay		45.8			57.8			96.7			133.6	
Approach LOS		D			E			F			F	
Queue Length 50th (ft)	283	661		34	687		80	154		171	~721	395
Queue Length 95th (ft)	320	721		73	#813		137	#237		259	#985	541
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	618	2318		174	1765		205	205		376	329	596
Starvation Cap Reductn	0	231		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.80	0.85		0.19	0.95		0.37	0.68		0.46	1.39	0.72

Intersection Summary

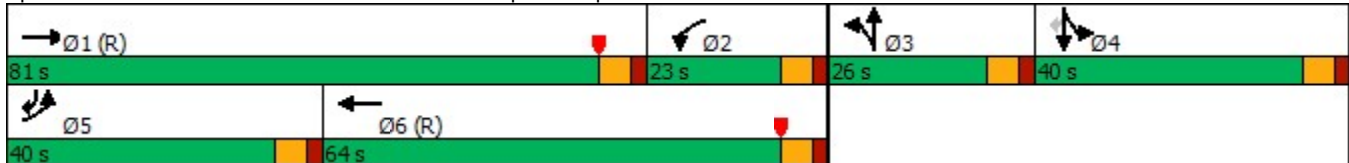
Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 147 (86%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.39
 Intersection Signal Delay: 69.4
 Intersection Capacity Utilization 96.7%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F

































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

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (vph)	288	1551	109	244	1414	116	208	434	214	276	532	269
Future Volume (vph)	288	1551	109	244	1414	116	208	434	214	276	532	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99					0.96
Frt		0.990			0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4910	0	3152	4902	0	3268	3455	1561	3268	3388	1425
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3233	4910	0	3145	4902	0	3231	3455	1561	3268	3388	1373
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	7		10	10		7	18					18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	3%	2%
Adj. Flow (vph)	306	1650	116	260	1504	123	221	462	228	294	566	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	306	1766	0	260	1627	0	221	462	228	294	566	286
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	45.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	33.0	61.0		33.0	61.0		33.0	43.0	33.0	33.0	43.0	33.0
Total Split (%)	19.4%	35.9%		19.4%	35.9%		19.4%	25.3%	19.4%	19.4%	25.3%	19.4%
Maximum Green (s)	26.0	53.0		26.0	53.0		26.0	35.0	26.0	26.0	35.0	26.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		6			0			3			2	
Act Effct Green (s)	20.4	73.2		18.4	71.2		16.7	27.4	46.8	21.0	31.7	53.1
Actuated g/C Ratio	0.12	0.43		0.11	0.42		0.10	0.16	0.28	0.12	0.19	0.31
v/c Ratio	0.79	0.84		0.76	0.79		0.69	0.83	0.53	0.73	0.90	0.66
Control Delay	87.3	48.1		88.2	47.4		84.7	81.9	34.6	82.4	85.1	37.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.3	48.1		88.2	47.4		84.7	81.9	34.6	82.4	85.1	37.9
LOS	F	D		F	D		F	F	C	F	F	D
Approach Delay		53.9			53.0			70.7			72.6	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	173	638		147	576		125	266	152	164	326	199
Queue Length 95th (ft)	222	#891		194	#805		165	316	175	215	394	223
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	494	2112		482	2051		499	711	499	499	697	482
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.84		0.54	0.79		0.44	0.65	0.46	0.59	0.81	0.59

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 129 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90

Intersection Signal Delay: 59.7
 Intersection Capacity Utilization 92.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



							Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations							
Traffic Volume (vph)	434	23	830	620	0	411	
Future Volume (vph)	434	23	830	620	0	411	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor	1.00		1.00				
Frt	0.992					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3333	0	3236	3303	0	2733	
Flt Permitted			0.950				
Satd. Flow (perm)	3333	0	3233	3303	0	2733	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						82	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)		2	2		2		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	4%	0%	1%	2%	0%	4%	
Adj. Flow (vph)	452	24	865	646	0	428	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	476	0	865	646	0	428	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	1						1
Act Effct Green (s)	20.2		52.4	24.6		52.4	
Actuated g/C Ratio	0.24		0.62	0.29		0.62	
v/c Ratio	0.60		0.43	0.67		0.25	
Control Delay	34.0		8.9	30.3		5.9	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	34.0		8.9	30.3		5.9	
LOS	C		A	C		A	
Approach Delay	34.0			18.1	5.9		
Approach LOS	C			B	A		
Queue Length 50th (ft)	114		109	152		40	
Queue Length 95th (ft)	211		141	237		60	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	795		2328	1380		1989	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.60		0.37	0.47		0.22	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 84.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 19.0
 Intersection Capacity Utilization 50.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A













Splits and Phases: 47: Merrick Ave & Bellmore Ave



Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	316	20	174	570	42	50	469	199	58	519	222
Future Volume (vph)	103	316	20	174	570	42	50	469	199	58	519	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00						0.95	
Frt		0.991			0.990			0.955			0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1577	3426	0	1574	3382	0	1711	3367	0	1745	3077	0
Flt Permitted	0.404			0.528			0.241			0.285		
Satd. Flow (perm)	671	3426	0	875	3382	0	434	3367	0	523	3077	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			14			96			97	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)							6					6
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	1%	0%	7%	2%	3%	2%	3%	1%	0%	4%	2%
Adj. Flow (vph)	110	336	21	185	606	45	53	499	212	62	552	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	357	0	185	651	0	53	711	0	62	788	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1			1	
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0	20.0	
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0	36.0	
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%	45.6%	
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0	6.0	
Lead/Lag				Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2	0.2	
Recall Mode	Max	Max		None			Max	Max		Max	Max	
Walk Time (s)	8.0	8.0					1.0	1.0		1.0	1.0	
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)	0	0					2	2		2	2	
Act Effct Green (s)	26.0	26.0		37.8	41.8		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.32	0.32		0.46	0.51		0.37	0.37		0.37	0.37	
v/c Ratio	0.52	0.33		0.38	0.38		0.34	0.55		0.32	0.66	
Control Delay	33.2	21.8		13.7	12.6		26.2	19.5		24.7	22.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.2	21.8		13.7	12.6		26.2	19.5		24.7	22.1	
LOS	C	C		B	B		C	B		C	C	
Approach Delay		24.5			12.8			20.0				22.3
Approach LOS		C			B			B				C
Queue Length 50th (ft)	46	71		50	97		19	128		23	153	
Queue Length 95th (ft)	101	106		88	135		52	182		57	216	
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	213	1093		491	1710		158	1295		191	1189	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.52	0.33		0.38	0.38		0.34	0.55		0.32	0.66	

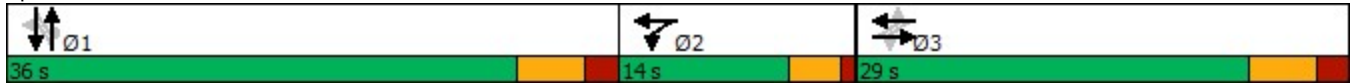
Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 81.8
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.66

Intersection Signal Delay: 19.3
Intersection Capacity Utilization 82.1%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service E

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd



Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

FB NB Weekday PM peak hour
 05/23/2024





Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	29	320	92	17	103	141	450	31	39	409	661	238
Future Volume (vph)	29	320	92	17	103	141	450	31	39	409	661	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00						1.00			1.00	1.00	
Frt		0.962					0.990				0.960	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1685	3327	0	0	0	1611	3297	0	0	1669	3264	0
Flt Permitted	0.461					0.375				0.302		
Satd. Flow (perm)	815	3327	0	0	0	636	3297	0	0	529	3264	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	6							6		11		4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	3%	0%	2%	0%	5%	0%	0%	1%	3%	0%
Adj. Flow (vph)	31	344	99	18	111	152	484	33	42	440	711	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	461	0	0	0	263	517	0	0	482	967	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	34		1	1	12	
Permitted Phases	4				34	34			12	12		
Detector Phase	4	4			3	3	34		1	1	12	

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	33	380	98	27
Future Volume (vph)	33	380	98	27
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Frt		0.963		
Flt Protected	0.950			
Satd. Flow (prot)	1636	3312	0	0
Flt Permitted	0.296			
Satd. Flow (perm)	509	3312	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	4		11	11
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	1%	0%	0%
Adj. Flow (vph)	35	409	105	29
Shared Lane Traffic (%)				
Lane Group Flow (vph)	35	543	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			
Detector Phase	2	2		

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)	18.0	18.0				34.9	40.1			34.7	39.9	
Actuated g/C Ratio	0.20	0.20				0.39	0.44			0.38	0.44	
v/c Ratio	0.19	0.69				0.65	0.35			1.29	0.67	
Control Delay	35.9	40.4				25.8	17.7			174.2	23.7	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	35.9	40.4				25.8	17.7			174.2	23.7	
LOS	D	D				C	B			F	C	
Approach Delay		40.1					20.4				73.7	
Approach LOS		D					C				E	
Queue Length 50th (ft)	14	118				85	87			~266	214	
Queue Length 95th (ft)	50	235				210	187			#742	377	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	280	1146				498	1926			373	1440	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.11	0.40				0.53	0.27			1.29	0.67	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 90.3
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 50.7
 Intersection Capacity Utilization 105.2%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	 SBL	 SBT	 SBR	 SBR2
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	2	2		
Act Effct Green (s)	19.1	19.1		
Actuated g/C Ratio	0.21	0.21		
v/c Ratio	0.33	0.77		
Control Delay	41.1	42.6		
Queue Delay	0.0	0.0		
Total Delay	41.1	42.6		
LOS	D	D		
Approach Delay		42.5		
Approach LOS		D		
Queue Length 50th (ft)	16	148		
Queue Length 95th (ft)	52	249		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	107	701		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.33	0.77		
Intersection Summary				





















Queue shown is maximum after two cycles.













Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave



Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

FB NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	690	65	94	767	52	132	387	46	125	359	58
Future Volume (vph)	130	690	65	94	767	52	132	387	46	125	359	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	1.00		0.99	0.99		0.98	1.00	
Frt		0.987			0.991			0.984			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	3325	0	1620	3349	0	1652	1809	0	1668	1756	0
Flt Permitted	0.148			0.226			0.206			0.188		
Satd. Flow (perm)	255	3325	0	381	3349	0	356	1809	0	325	1756	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			7			7			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	21		23	23		21	17		39	39		17
Confl. Bikes (#/hr)			3			1			7			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	3%	2%	4%	3%	0%	2%	3%	0%	1%	6%	2%
Adj. Flow (vph)	135	719	68	98	799	54	138	403	48	130	374	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	787	0	98	853	0	138	451	0	130	434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

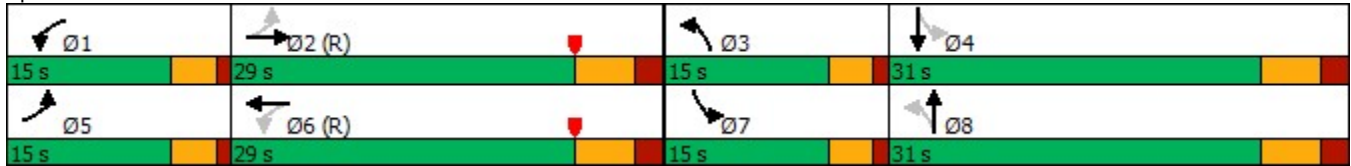
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	30.0		7.0	30.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		6			13			8			7	
Act Effct Green (s)	40.1	30.6		37.5	27.9		35.8	25.0		35.3	24.8	
Actuated g/C Ratio	0.45	0.34		0.42	0.31		0.40	0.28		0.39	0.28	
v/c Ratio	0.55	0.69		0.37	0.82		0.52	0.89		0.51	0.89	
Control Delay	23.8	31.7		18.9	38.3		22.0	51.9		22.2	52.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.8	31.7		18.9	38.3		22.0	51.9		22.2	52.1	
LOS	C	C		B	D		C	D		C	D	
Approach Delay		30.5			36.3			44.9			45.2	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	45	214		32	244		44	232		41	222	
Queue Length 95th (ft)	83	#335		62	#384		80	#419		76	#403	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	287	1136		323	1041		307	524		300	507	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.47	0.69		0.30	0.82		0.45	0.86		0.43	0.86	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 59 (66%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 37.9
 Intersection Capacity Utilization 77.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave



Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	744	106	19	909	301	112	266	11	185	289	34
Future Volume (vph)	11	744	106	19	909	301	112	266	11	185	289	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.96	1.00				1.00	
Frt		0.982				0.850		0.994			0.984	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3270	0	1745	3455	1478	1620	1808	0	1604	1737	0
Flt Permitted		0.938		0.169			0.560			0.320		
Satd. Flow (perm)	0	3070	0	309	3455	1413	951	1808	0	540	1737	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		17						2			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	13		11	11		13	5					5
Confl. Bikes (#/hr)			2			5						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	4%	6%	0%	1%	2%	4%	1%	0%	5%	4%	3%
Adj. Flow (vph)	11	767	109	20	937	310	115	274	11	191	298	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	887	0	20	937	310	115	285	0	191	333	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
 51: Brookside Ave/Uniondale Ave & Nassau Rd

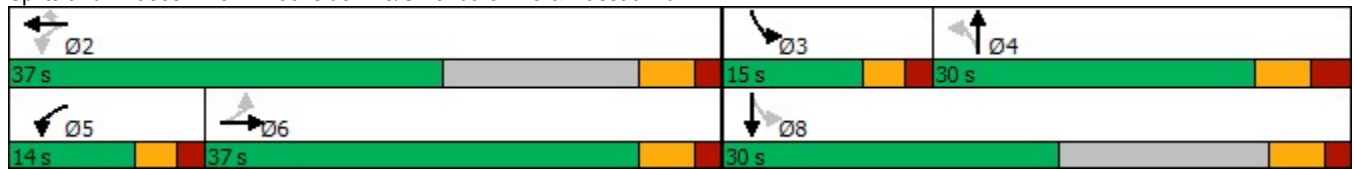
FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	2	2			0	0						
Act Effct Green (s)		31.6		36.8	35.8	35.8	17.1	17.1		33.8	32.8	
Actuated g/C Ratio		0.39		0.46	0.44	0.44	0.21	0.21		0.42	0.41	
v/c Ratio		0.73		0.08	0.61	0.50	0.57	0.74		0.54	0.47	
Control Delay		27.4		13.9	19.7	20.1	41.7	42.7		22.6	20.4	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		27.4		13.9	19.7	20.1	41.7	42.7		22.6	20.4	
LOS		C		B	B	C	D	D		C	C	
Approach Delay		27.4			19.7			42.4			21.2	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		173		5	183	107	48	124		54	103	
Queue Length 95th (ft)		#367		19	274	200	117	240		123	215	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1210		303	1960	801	275	525		360	857	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.73		0.07	0.48	0.39	0.42	0.54		0.53	0.39	

Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 80.8
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 25.1
 Intersection Capacity Utilization 82.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.








Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



Lanes, Volumes, Timings
52: Stewart Ave & Ring Rd West (Roosevelt Field)

FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	445	1509	1030	110	2	90	588
Future Volume (vph)	445	1509	1030	110	2	90	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Ped Bike Factor						1.00	
Frt			0.986			0.886	0.850
Flt Protected	0.950					0.988	
Satd. Flow (prot)	1652	4793	4829	0	0	3060	1407
Flt Permitted	0.171					0.988	
Satd. Flow (perm)	297	4793	4829	0	0	3058	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			17			313	4
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Confl. Peds. (#/hr)						4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	1%	2%	6%	0%	5%	1%
Adj. Flow (vph)	473	1605	1096	117	2	96	626
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	473	1605	1213	0	0	411	313
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2

							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Permitted Phases	1 2				3		3
Detector Phase	2	1 2	1		3	3	2
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	75.7	81.7	51.9			11.3	41.1
Actuated g/C Ratio	0.72	0.78	0.49			0.11	0.39
v/c Ratio	0.91	0.43	0.51			0.68	0.57
Control Delay	50.2	4.4	18.4			17.4	29.9
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	50.2	4.4	18.4			17.4	29.9
LOS	D	A	B			B	C
Approach Delay		14.8	18.4			22.8	
Approach LOS		B	B			C	
Queue Length 50th (ft)	194	98	181			32	182
Queue Length 95th (ft)	#427	153	235			76	271
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	521	3729	2394			1280	553
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	0.91	0.43	0.51			0.32	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 17.4
 Intersection Capacity Utilization 70.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C























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

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

FB NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	23	2273	379	10	195	1856	62	390	28	439	102	10
Future Volume (vph)	23	2273	379	10	195	1856	62	390	28	439	102	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	13	12	11	11	11	11	12	12	13	11
Storage Length (ft)	200		0		155		0	0		0	70	
Storage Lanes	1		1		2		0	2		1	1	
Taper Length (ft)	60				110			0			75	
Lane Util. Factor	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95	0.95
Ped Bike Factor			0.99		1.00				0.98	0.98	0.99	0.99
Frt			0.850			0.995			0.890	0.850		
Flt Protected	0.950				0.950			0.950	0.992		0.950	0.960
Satd. Flow (prot)	1685	4964	1605	0	3385	6226	0	3053	1410	1534	1772	1675
Flt Permitted	0.950				0.950			0.950	0.992		0.950	0.960
Satd. Flow (perm)	1685	4964	1581	0	3385	6226	0	3053	1410	1506	1758	1665
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			282			4			88	68		
Link Speed (mph)		40				40			25			25
Link Distance (ft)		700				492			452			251
Travel Time (s)		11.9				8.4			12.3			6.8
Confl. Peds. (#/hr)			2		2					10	10	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	4%	0%	0%	1%	0%	4%	0%	0%	0%	0%
Adj. Flow (vph)	23	2319	387	10	199	1894	63	398	29	448	104	10
Shared Lane Traffic (%)								10%		43%	45%	
Lane Group Flow (vph)	23	2319	387	0	209	1957	0	358	262	255	57	57
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		24				32			36			22
Link Offset(ft)		0				0			0			-20
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	79
Future Volume (vph)	79
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	70
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	0%
Adj. Flow (vph)	81
Shared Lane Traffic (%)	
Lane Group Flow (vph)	81
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split	NA
Protected Phases	5	2	8	1	1	6		8	8		4	4
Permitted Phases			2							1 8		
Detector Phase	5	2	8	1	1	6		8	8	1 8	4	4
Switch Phase												
Minimum Initial (s)	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0	10.0
Minimum Split (s)	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0	16.0
Total Split (s)	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0	22.0
Total Split (%)	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%	13.8%
Maximum Green (s)	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0	4.0
Recall Mode	None	C-Min	None	None	None	C-Min		None	None		None	None
Walk Time (s)		7.0	7.0			7.0		7.0	7.0			
Flash Dont Walk (s)		35.0	37.0			35.0		37.0	37.0			
Pedestrian Calls (#/hr)		0	1			3		1	1			
Act Effct Green (s)	8.3	70.5	108.5		15.2	77.4		38.0	38.0	59.2	12.3	12.3
Actuated g/C Ratio	0.05	0.44	0.68		0.10	0.48		0.24	0.24	0.37	0.08	0.08
v/c Ratio	0.26	1.06	0.33		0.65	0.65		0.49	0.65	0.43	0.42	0.45
Control Delay	81.7	64.9	1.5		79.3	34.3		53.9	42.5	27.5	79.2	80.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	64.9	1.5		79.3	34.3		53.9	42.5	27.5	79.2	80.9
LOS	F	E	A		E	C		D	D	C	E	F
Approach Delay		56.0				38.7			42.8			62.9
Approach LOS		E				D			D			E
Queue Length 50th (ft)	24	~974	13		110	450		176	191	148	61	61
Queue Length 95th (ft)	m27	m#1205	m30		153	568		220	297	210	111	111
Internal Link Dist (ft)		620				412			372			171
Turn Bay Length (ft)	200				155						70	
Base Capacity (vph)	252	2187	1238		507	3013		887	472	678	177	167
Starvation Cap Reductn	0	0	0		0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	1		0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0		0	0	0	0	0
Reduced v/c Ratio	0.09	1.06	0.31		0.41	0.65		0.40	0.56	0.38	0.32	0.34

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Lane Group SBR

Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	20.7
Actuated g/C Ratio	0.13
v/c Ratio	0.39
Control Delay	38.8
Queue Delay	0.0
Total Delay	38.8
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	48
Queue Length 95th (ft)	71
Internal Link Dist (ft)	
Turn Bay Length (ft)	70
Base Capacity (vph)	403
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.20







Intersection Summary

Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 48.0
 Intersection Capacity Utilization 97.3%
 Analysis Period (min) 15













Intersection LOS: D
 ICU Level of Service F

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

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1425	1140	25	1071	62	281	104	20	96	167	100
Future Volume (vph)	154	1425	1140	25	1071	62	281	104	20	96	167	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97		1.00			0.99		0.99	0.99	
Frt			0.850		0.992			0.976			0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3622	1599	1685	3506	0	3204	1587	0	1770	1714	0
Flt Permitted	0.064			0.069			0.950			0.950		
Satd. Flow (perm)	114	3622	1559	122	3506	0	3204	1587	0	1746	1714	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			614		4			7				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)			7	7					9	9		
Confl. Bikes (#/hr)						5			5			2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	1%	0%	2%	2%	2%	8%	11%	2%	1%	0%
Adj. Flow (vph)	169	1566	1253	27	1177	68	309	114	22	105	184	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	1566	1253	27	1245	0	309	136	0	105	294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20			20	
Link Offset(ft)		0			0			0			-12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				2	2				
Act Effct Green (s)	77.7	69.6	69.6	65.9	58.2		19.4	19.4		26.9	26.9	
Actuated g/C Ratio	0.56	0.50	0.50	0.47	0.42		0.14	0.14		0.19	0.19	
v/c Ratio	0.79	0.87	1.16	0.23	0.85		0.70	0.60		0.31	0.89	
Control Delay	56.9	39.2	99.7	22.2	44.8		65.8	64.5		50.5	83.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	56.9	39.2	99.7	22.2	44.8		65.8	64.5		50.5	83.4	
LOS	E	D	F	C	D		E	E		D	F	
Approach Delay		65.6			44.4			65.4			74.7	
Approach LOS		E			D			E			E	
Queue Length 50th (ft)	102	698	~1059	11	538		141	112		81	259	
Queue Length 95th (ft)	185	#971	#1347	29	#834		182	176		138	#407	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	232	1800	1083	208	1460		778	390		366	355	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.73	0.87	1.16	0.13	0.85		0.40	0.35		0.29	0.83	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 132 (94%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 61.0

Intersection LOS: E

Intersection Capacity Utilization 102.9%

ICU Level of Service G

Analysis Period (min) 15







~ Volume exceeds capacity, queue is theoretically infinite.















Queue shown is maximum after two cycles.







95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

 Ø1 17 s	 Ø2 (R) 48 s	 Ø4 35 s	 Ø8 40 s
 Ø5 17 s	 Ø6 (R) 48 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	425	335	171	1397	1254	169
Future Volume (vph)	425	335	171	1397	1254	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.982	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1752	3505	3445	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1599	367	3505	3445	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1			19	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			6			6
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	3%	3%	3%	0%
Adj. Flow (vph)	457	360	184	1502	1348	182
Shared Lane Traffic (%)						
Lane Group Flow (vph)	457	360	184	1502	1530	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	2					
Act Effct Green (s)	16.3	35.4	37.2	39.2	20.1	
Actuated g/C Ratio	0.24	0.52	0.55	0.58	0.30	
v/c Ratio	0.57	0.43	0.36	0.74	1.47	
Control Delay	25.0	11.5	9.3	14.3	241.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.0	11.5	9.3	14.3	241.9	
LOS	C	B	A	B	F	
Approach Delay	19.1			13.8	241.9	
Approach LOS	B			B	F	
Queue Length 50th (ft)	85	84	28	208	~465	
Queue Length 95th (ft)	125	138	72	385	#692	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1246	815	511	2034	1038	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.37	0.44	0.36	0.74	1.47	















Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 67.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.47
 Intersection Signal Delay: 101.4
 Intersection Capacity Utilization 75.1%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service D

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	59	42	19	1817	1424	14
Future Volume (vph)	59	42	19	1817	1424	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.999	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1719	1568	1805	5085	3530	0
Flt Permitted	0.950		0.190			
Satd. Flow (perm)	1719	1568	361	5085	3530	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		44			1	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	3%	0%	2%	2%	15%
Adj. Flow (vph)	62	44	20	1913	1499	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	44	20	1913	1514	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	
Permitted Phases		3	1 2			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	8.6	8.6	35.4	42.8	21.0	
Actuated g/C Ratio	0.14	0.14	0.60	0.72	0.35	
v/c Ratio	0.25	0.17	0.04	0.52	1.22	
Control Delay	24.4	9.3	5.2	6.0	130.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.4	9.3	5.2	6.0	130.0	
LOS	C	A	A	A	F	
Approach Delay	18.1			5.9	130.0	
Approach LOS	B			A	F	
Queue Length 50th (ft)	19	0	2	111	~407	
Queue Length 95th (ft)	47	22	8	169	#558	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	788	742	587	3607	1245	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.06	0.03	0.53	1.22	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 59.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 59.2
 Intersection Capacity Utilization 54.8%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service A

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





























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

Splits and Phases: 56: Merrick Ave & Privado Rd















Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	48	1928	268	193	1148	39	226	135	232	77	310	93
Future Volume (vph)	48	1928	268	193	1148	39	226	135	232	77	310	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.905			0.974	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1624	5085	1436	1652	5085	1358	1577	1525	0	0	1714	0
Flt Permitted	0.950			0.950			0.333				0.580	
Satd. Flow (perm)	1624	5085	1436	1652	5085	1358	553	1525	0	0	1002	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						96		98			14	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	5%	2%	2%	11%	3%	4%	0%	7%	3%	21%
Adj. Flow (vph)	56	2268	315	227	1351	46	266	159	273	91	365	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	2268	315	227	1351	46	266	432	0	0	565	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 3 Position(ft)											26	

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	40.0	40.0	16.0	45.0	45.0	44.0	44.0		44.0	44.0	
Total Split (%)	11.0%	40.0%	40.0%	16.0%	45.0%	45.0%	44.0%	44.0%		44.0%	44.0%	
Maximum Green (s)	6.0	32.6	32.6	11.0	37.6	37.6	37.2	37.2		37.2	37.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.7	32.6	32.6	11.0	39.8	39.8	37.2	37.2				37.2
Actuated g/C Ratio	0.06	0.33	0.33	0.11	0.40	0.40	0.37	0.37				0.37
v/c Ratio	0.60	1.37	0.67	1.25	0.67	0.08	1.30	0.69				1.48
Control Delay	72.9	199.7	37.5	190.0	27.3	0.4	194.8	26.8				257.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	72.9	199.7	37.5	190.0	27.3	0.4	194.8	26.8				257.9
LOS	E	F	D	F	C	A	F	C				F
Approach Delay		177.6			49.3			90.8				257.9
Approach LOS		F			D			F				F
Queue Length 50th (ft)	35	~703	172	~182	263	0	~218	178				~498
Queue Length 95th (ft)	#83	#732	251	#306	293	0	#347	264				#655
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	97	1657	468	181	2023	598	205	628				381
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.58	1.37	0.67	1.25	0.67	0.08	1.30	0.69				1.48

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 59 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.48
 Intersection Signal Delay: 137.1
 Intersection Capacity Utilization 117.2%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H






















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













Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke



Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

FB NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	167	18	47	129	191	22	499	74	281	823	83
Future Volume (vph)	41	167	18	47	129	191	22	499	74	281	823	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.98	1.00	1.00		1.00	1.00	
Frt		0.989				0.850		0.981			0.986	
Flt Protected		0.991			0.987		0.950			0.950		
Satd. Flow (prot)	0	1846	0	0	1777	1583	1624	3353	0	1518	3196	0
Flt Permitted		0.898			0.827		0.198			0.332		
Satd. Flow (perm)	0	1673	0	0	1489	1558	338	3353	0	530	3196	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				217		24			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	2		2	2		2	2		2	2		2
Confl. Bikes (#/hr)			1			3			3			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	2%	2%	2%	0%	2%	0%	7%	4%	1%
Adj. Flow (vph)	47	190	20	53	147	217	25	567	84	319	935	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	257	0	0	200	217	25	651	0	319	1029	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	2	2		2	2	2						
Act Effct Green (s)		14.3			14.3	14.3	20.2	20.2		31.2	33.8	
Actuated g/C Ratio		0.24			0.24	0.24	0.34	0.34		0.53	0.57	
v/c Ratio		0.63			0.56	0.40	0.22	0.56		0.73	0.56	
Control Delay		26.4			25.5	5.3	22.7	18.8		21.1	10.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		26.4			25.5	5.3	22.7	18.8		21.1	10.3	
LOS		C			C	A	C	B		C	B	
Approach Delay		26.4			15.0			18.9			12.9	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		80			63	0	6	93		50	103	
Queue Length 95th (ft)		137			113	38	28	165		#161	201	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		660			583	742	115	1159		453	1832	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.39			0.34	0.29	0.22	0.56		0.70	0.56	

Intersection Summary










Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 59.2
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73

Intersection Signal Delay: 16.0
Intersection Capacity Utilization 82.9%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection LOS: B
ICU Level of Service E

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	213	133	56	296	226
Future Volume (vph)	25	213	133	56	296	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.879		0.960			
Flt Protected	0.995					0.972
Satd. Flow (prot)	1552	0	1958	0	0	1781
Flt Permitted	0.995					0.972
Satd. Flow (perm)	1552	0	1958	0	0	1781
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)		1		3	3	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	25%	5%	1%	6%	5%	10%
Adj. Flow (vph)	27	232	145	61	322	246
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	206	0	0	568
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 63.7% ICU Level of Service B
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
59: Main St & Meadow St













FB NB Weekday PM peak hour
05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	213	133	56	296	226
Future Volume (Veh/h)	25	213	133	56	296	226
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	232	145	61	322	246
Pedestrians	3					1
Lane Width (ft)	12.0					13.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.76					
vC, conflicting volume	1068	180			209	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	932	180			209	
tC, single (s)	6.6	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.7	3.3			2.2	
p0 queue free %	83	73			76	
cM capacity (veh/h)	155	852			1340	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	259	206	568			
Volume Left	27	0	322			
Volume Right	232	61	0			
cSH	580	1700	1340			
Volume to Capacity	0.45	0.12	0.24			
Queue Length 95th (ft)	57	0	24			
Control Delay (s)	16.1	0.0	5.9			
Lane LOS	C		A			
Approach Delay (s)	16.1	0.0	5.9			
Approach LOS	C					
Intersection Summary						
Average Delay			7.3			
Intersection Capacity Utilization			63.7%		ICU Level of Service	B
Analysis Period (min)			15			

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

FB NB Weekday PM peak hour
05/23/2024

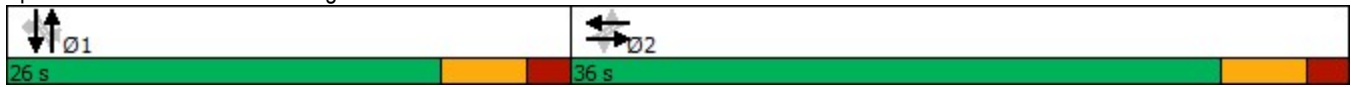
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	203	77	14	202	10	34	224	27	22	568	50
Future Volume (vph)	21	203	77	14	202	10	34	224	27	22	568	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00	0.97		1.00	0.98
Frt		0.965			0.994				0.850			0.850
Flt Protected		0.997			0.997			0.993			0.998	
Satd. Flow (prot)	0	1805	0	0	1778	0	0	1746	1615	0	1753	1449
Flt Permitted		0.959			0.965			0.792			0.981	
Satd. Flow (perm)	0	1736	0	0	1721	0	0	1392	1559	0	1723	1418
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		39							53			54
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	2					2	1		8	8		1
Confl. Bikes (#/hr)						3			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	5%	8%	6%	0%	0%	1%	0%	0%	1%	4%
Adj. Flow (vph)	23	221	84	15	220	11	37	243	29	24	617	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	328	0	0	246	0	0	280	29	0	641	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	3	3		3	3							
Act Effct Green (s)		13.0			13.0			20.1	20.1		20.1	20.1
Actuated g/C Ratio		0.29			0.29			0.44	0.44		0.44	0.44
v/c Ratio		0.62			0.50			0.45	0.04		0.84	0.08
Control Delay		17.6			16.8			12.9	2.1		26.2	3.9
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		17.6			16.8			12.9	2.1		26.2	3.9
LOS		B			B			B	A		C	A
Approach Delay		17.6			16.8			11.9			24.5	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		63			52			43	0		124	0
Queue Length 95th (ft)		121			99			123	7		#372	17
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1172			1148			619	723		766	661
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.28			0.21			0.45	0.04		0.84	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 45.2
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 19.4
 Intersection Capacity Utilization 79.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 60: Washington Ave & Meadow St



Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB NB Weekday PM peak hour
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	122	72	16	87	14	25	590	9	13	817	70
Future Volume (vph)	124	122	72	16	87	14	25	590	9	13	817	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.970			0.984			0.998			0.988	
Flt Protected		0.981			0.993			0.998			0.999	
Satd. Flow (prot)	0	1736	0	0	1809	0	0	3432	0	0	3437	0
Flt Permitted		0.820			0.923			0.892			0.942	
Satd. Flow (perm)	0	1449	0	0	1682	0	0	3067	0	0	3241	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			14			3			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	4		1	1		4	6		4	4		6
Confl. Bikes (#/hr)			2						3			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	5%	7%	2%	0%	0%	5%	0%	0%	3%	9%
Adj. Flow (vph)	128	126	74	16	90	14	26	608	9	13	842	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	328	0	0	120	0	0	643	0	0	927	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB NB Weekday PM peak hour
05/23/2024










Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	3	3		3	3							
Act Effct Green (s)		14.2			14.2			20.2			20.2	
Actuated g/C Ratio		0.31			0.31			0.43			0.43	
v/c Ratio		0.71			0.23			0.48			0.65	
Control Delay		21.4			11.3			12.1			14.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.4			11.3			12.1			14.4	
LOS		C			B			B			B	
Approach Delay		21.4			11.3			12.1			14.4	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		67			20			58			92	
Queue Length 95th (ft)		133			47			129			#196	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		740			847			1335			1418	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.44			0.14			0.48			0.65	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 46.5
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 14.6
 Intersection Capacity Utilization 69.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 61: Clinton St & Meadow St












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	9	66	9	4	126	17
Future Volume (vph)	9	66	9	4	126	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881				0.984	
Flt Protected				0.966	0.958	
Satd. Flow (prot)	1674	0	0	1835	1894	0
Flt Permitted				0.966	0.958	
Satd. Flow (perm)	1674	0	0	1835	1894	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	10	73	10	4	140	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	83	0	0	14	159	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 22.1% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
62: Lindbergh St & Meadow St

FB NB Weekday PM peak hour
05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	9	66	9	4	126	17
Future Volume (Veh/h)	9	66	9	4	126	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	10	73	10	4	140	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			83		70	46
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			83		70	46
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		85	98
cM capacity (veh/h)			1527		930	1029
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	83	14	159			
Volume Left	0	10	140			
Volume Right	73	0	19			
cSH	1700	1527	941			
Volume to Capacity	0.05	0.01	0.17			
Queue Length 95th (ft)	0	0	15			
Control Delay (s)	0.0	5.3	9.6			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.3	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay			6.3			
Intersection Capacity Utilization			22.1%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	356	675	133	65	11
Future Volume (vph)	3	356	675	133	65	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.978		0.981	
Flt Protected					0.959	
Satd. Flow (prot)	0	1845	1837	0	1787	0
Flt Permitted					0.959	
Satd. Flow (perm)	0	1845	1837	0	1787	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	7			7		
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	1%	2%	0%	0%
Adj. Flow (vph)	3	396	750	148	72	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	399	898	0	84	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 54.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 63: Westbury Blvd & Lindbergh St

FB NB Weekday PM peak hour
 05/23/2024

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	356	675	133	65	11
Future Volume (Veh/h)	3	356	675	133	65	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	396	750	148	72	12
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			1221			
pX, platoon unblocked	0.82				0.82	0.82
vC, conflicting volume	905				1233	831
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	778				1176	689
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				59	97
cM capacity (veh/h)	694				174	368
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	399	898	84			
Volume Left	3	0	72			
Volume Right	0	148	12			
cSH	694	1700	188			
Volume to Capacity	0.00	0.53	0.45			
Queue Length 95th (ft)	0	0	52			
Control Delay (s)	0.1	0.0	38.7			
Lane LOS	A		E			
Approach Delay (s)	0.1	0.0	38.7			
Approach LOS			E			
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			54.7%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
64: Oak Street & Westbury Blvd/Meadow St

FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	203	188	60	131	420	95	24	93	413	59	1	89
Future Volume (vph)	203	188	60	131	420	95	24	93	413	59	1	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	12	10
Storage Length (ft)	55		0	0		0		85		95		135
Storage Lanes	1		0	0		1		1		1		1
Taper Length (ft)	25			0				110				85
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99			1.00	0.98				0.98		1.00
Frt		0.964				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1678	1649	0	0	1763	1358	0	1671	3261	1432	0	1652
Flt Permitted	0.192				0.789			0.511				0.368
Satd. Flow (perm)	339	1649	0	0	1404	1332	0	899	3261	1405	0	638
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		23				104				95		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	7		15	15		7				8		8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	3%	3%	6%	2%	11%	4%	0%	7%	9%	0%	2%
Adj. Flow (vph)	223	207	66	144	462	104	26	102	454	65	1	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	273	0	0	606	104	0	128	454	65	0	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		11			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	1	1	1	1
Detector Template				Left			Left				Left	
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	20
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	374	313
Future Volume (vph)	374	313
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3323	1386
Flt Permitted		
Satd. Flow (perm)	3323	1386
Right Turn on Red		Yes
Satd. Flow (RTOR)		167
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	5%	1%
Adj. Flow (vph)	411	344
Shared Lane Traffic (%)		
Lane Group Flow (vph)	411	344
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		
Leading Detector (ft)	160	160
Trailing Detector (ft)	94	154
Detector 1 Position(ft)	154	154
Detector 1 Size(ft)	6	6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4			4				2		1	1
Permitted Phases	4			4		4	2	2		2	6	6
Detector Phase	4	4		4	4	4	2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	2.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	6.0
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	14.0
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	18.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5		5.5	5.5	5.5		4.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	None
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	3	3		3	3	3						
Act Effct Green (s)	25.2	25.2			25.2	25.2		18.1	18.1	18.1		28.2
Actuated g/C Ratio	0.40	0.40			0.40	0.40		0.29	0.29	0.29		0.45
v/c Ratio	1.65	0.41			1.08	0.17		0.50	0.49	0.14		0.25
Control Delay	347.0	16.1			85.4	4.6		27.8	21.3	2.9		11.3
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	347.0	16.1			85.4	4.6		27.8	21.3	2.9		11.3
LOS	F	B			F	A		C	C	A		B
Approach Delay		164.9			73.6				20.8			
Approach LOS		F			E				C			
Queue Length 50th (ft)	~130	67			~273	0		42	78	0		21
Queue Length 95th (ft)	#236	148			#523	29		94	123	15		44
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55							85		95		135
Base Capacity (vph)	135	673			561	595		359	1305	619		447
Starvation Cap Reductn	0	0			0	0		0	0	0		0
Spillback Cap Reductn	0	0			0	0		0	0	0		0
Storage Cap Reductn	0	0			0	0		0	0	0		0
Reduced v/c Ratio	1.65	0.41			1.08	0.17		0.36	0.35	0.11		0.22

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 63
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.65
 Intersection Signal Delay: 57.9
 Intersection LOS: E

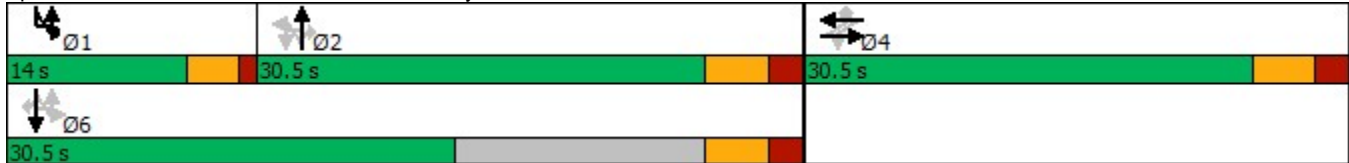
	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	17.0	17.0
Minimum Split (s)	22.5	22.5
Total Split (s)	30.5	30.5
Total Split (%)	40.7%	40.7%
Maximum Green (s)	25.0	25.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	Min	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	26.7	26.7
Actuated g/C Ratio	0.42	0.42
v/c Ratio	0.29	0.50
Control Delay	12.1	9.0
Queue Delay	0.0	0.0
Total Delay	12.1	9.0
LOS	B	A
Approach Delay	10.8	
Approach LOS	B	
Queue Length 50th (ft)	51	42
Queue Length 95th (ft)	77	100
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	2074	928
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.20	0.37

Intersection Summary

Intersection Capacity Utilization 91.7% ICU Level of Service F
 Analysis Period (min) 15

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

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	24	7	24	1885	22	1	34	1643	39	27	18	4
Future Volume (vph)	24	7	24	1885	22	1	34	1643	39	27	18	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.99	0.98	
Flt Protected			0.950				0.950			0.850		0.950
Satd. Flow (prot)	0	0	1805	5124	0	0	1805	4833	0	1389	1715	0
Flt Permitted			0.950				0.950				0.677	
Satd. Flow (perm)	0	0	1803	5124	0	0	1803	4833	0	1370	1196	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				2								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		3	3		9		9		3	3	16	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	25	7	25	1943	23	1	35	1694	40	28	19	4
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	57	1966	0	0	36	1737	0	25	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	0	1	1	2		0	1	2		1	1	1
Detector Template		Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
Trailing Detector (ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Size(ft)	0	20	20	6		0	20	6		20	20	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94				94				
Detector 2 Size(ft)				6				6				
Detector 2 Type				Cl+Ex				Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)				0.0				0.0				

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	9	64	47	16	53
Future Volume (vph)	9	64	47	16	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	0.99			0.98	
Frt	0.878			0.931	
Flt Protected	0.996			0.980	
Satd. Flow (prot)	1578	0	0	3237	0
Flt Permitted	0.969			0.790	
Satd. Flow (perm)	1527	0	0	2610	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	66				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)					16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	66	48	16	55
Shared Lane Traffic (%)					
Lane Group Flow (vph)	81	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	Cl+Ex			Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	

Lanes, Volumes, Timings
 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB NB Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm
Protected Phases	5	5	5	2		1	1	6				
Permitted Phases										6	4	4
Detector Phase	5	5	5	2		1	1	6		6	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0
Total Split (s)	26.0	26.0	26.0	107.0		26.0	26.0	107.0		107.0	37.0	37.0
Total Split (%)	15.3%	15.3%	15.3%	62.9%		15.3%	15.3%	62.9%		62.9%	21.8%	21.8%
Maximum Green (s)	21.0	21.0	21.0	100.0		21.0	21.0	100.0		100.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			10.7	129.5		7.9	127.0		127.0	15.6		
Actuated g/C Ratio			0.06	0.76		0.05	0.75		0.75	0.09		
v/c Ratio			0.50	0.50		0.43	0.48		0.02	0.16		
Control Delay			99.4	0.9		93.7	10.6		8.6	70.1		
Queue Delay			0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay			99.4	0.9		93.7	10.6		8.6	70.1		
LOS			F	A		F	B		A	E		
Approach Delay				3.6			12.2					
Approach LOS				A			B					
Queue Length 50th (ft)			68	7		40	268		6	18		
Queue Length 95th (ft)			m89	39		81	465		27	44		
Internal Link Dist (ft)				1126			408					
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			222	3903		222	3610		1023	211		
Starvation Cap Reductn			0	0		0	0		0	0		
Spillback Cap Reductn			0	0		0	0		0	0		
Storage Cap Reductn			0	0		0	0		0	0		
Reduced v/c Ratio			0.26	0.50		0.16	0.48		0.02	0.08		

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 4 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 10.4
 Intersection LOS: B

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		39.0	39.0	
Total Split (s)	37.0		37.0	37.0	
Total Split (%)	21.8%		21.8%	21.8%	
Maximum Green (s)	30.0		30.0	30.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			25.0	25.0	
Pedestrian Calls (#/hr)			3	3	
Act Effct Green (s)	15.6			15.6	
Actuated g/C Ratio	0.09			0.09	
v/c Ratio	0.41			0.50	
Control Delay	25.5			79.0	
Queue Delay	0.0			0.0	
Total Delay	25.5			79.0	
LOS	C			E	
Approach Delay	33.3			79.0	
Approach LOS	C			E	
Queue Length 50th (ft)	16			68	
Queue Length 95th (ft)	69			95	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	323			460	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.25			0.26	
Intersection Summary					







Intersection Capacity Utilization 73.4%







ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

 Ø1 26 s	 Ø2 (R) 107 s	 Ø4 37 s
 Ø5 26 s	 Ø6 (R) 107 s	 Ø8 37 s







						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	845	0	0	1409	0	498
Future Volume (vph)	845	0	0	1409	0	498
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3471	0	0	4988	0	2682
Flt Permitted						
Satd. Flow (perm)	3471	0	0	4988	0	2682
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	2%	4%	2%	6%
Adj. Flow (vph)	880	0	0	1468	0	519
Shared Lane Traffic (%)						
Lane Group Flow (vph)	880	0	0	1468	0	519
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 47.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 82: Peninsula Blvd & Fulton Ave

FB NB Weekday PM peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	845	0	0	1409	0	498	
Future Volume (Veh/h)	845	0	0	1409	0	498	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Hourly flow rate (vph)	880	0	0	1468	0	519	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	171						
pX, platoon unblocked			0.78		0.78	0.78	
vC, conflicting volume			880		1369	440	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			267		898	0	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.4	
p0 queue free %			100		100	38	
cM capacity (veh/h)			1003		216	831	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	440	440	489	489	489	260	260
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	260	260
cSH	1700	1700	1700	1700	1700	831	831
Volume to Capacity	0.26	0.26	0.29	0.29	0.29	0.31	0.31
Queue Length 95th (ft)	0	0	0	0	0	33	33
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.3	11.3
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			11.3	
Approach LOS						B	
Intersection Summary							
Average Delay			2.0				
Intersection Capacity Utilization			47.4%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	275	498	0	932						
Future Volume (vph)	0	0	275	498	0	932						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.929	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3092	1386	0	3471						
Flt Permitted												
Satd. Flow (perm)	0	0	3092	1386	0	3471						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			299	315								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	2%	6%	0%	4%						
Adj. Flow (vph)	0	0	348	630	0	1180						
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	663	315	0	1180						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												

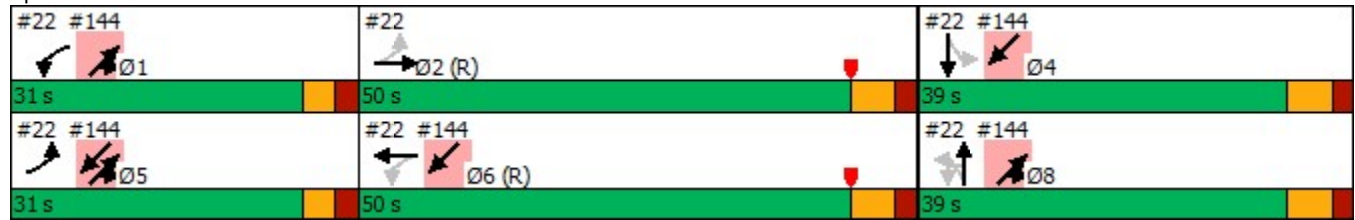










Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	32.0
Total Split (s)							31.0	50.0	39.0	31.0	50.0	39.0
Total Split (%)							26%	42%	33%	26%	42%	33%
Maximum Green (s)							26.0	44.0	33.0	26.0	44.0	33.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								1				15
Act Effct Green (s)			71.6	71.6								120.0
Actuated g/C Ratio			0.60	0.60								1.00
v/c Ratio			0.34	0.33								0.34
Control Delay			7.0	2.4								0.2
Queue Delay			0.0	0.0								0.0
Total Delay			7.0	2.4								0.2
LOS			A	A								A
Approach Delay			5.5									0.2
Approach LOS			A									A
Queue Length 50th (ft)			57	0								0
Queue Length 95th (ft)			90	23								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1951	948								3440
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			68	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.35	0.33								0.34

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 2.6
 Intersection Capacity Utilization 29.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd









								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations								
Traffic Volume (vph)	0	0	0	1168	0	0	0	1606
Future Volume (vph)	0	0	0	1168	0	0	0	1606
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.64
Frt								0.850
Flt Protected								
Satd. Flow (prot)	0	0	0	6471	0	1900	0	4053
Flt Permitted								
Satd. Flow (perm)	0	0	0	6471	0	1900	0	4053
Link Speed (mph)	30			50	30		50	
Link Distance (ft)	446			646	343		189	
Travel Time (s)	10.1			8.8	7.8		2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	1%	2%	0%	2%	2%
Adj. Flow (vph)	0	0	0	1270	0	0	0	1746
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	1270	0	0	0	1746
Enter Blocked Intersection	No	No	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	R NA	Left	Left
Median Width(ft)	30			40	4		40	
Link Offset(ft)	0			0	0		0	
Crosswalk Width(ft)	16			16	16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9	50	50
Sign Control	Stop			Free	Stop		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 38.1% ICU Level of Service A
 Analysis Period (min) 15










Intersection has too many legs for HCM analysis.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	1627	0	0	0	1058
Future Volume (vph)	0	1627	0	0	0	1058
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Flt						0.850
Flt Protected						
Satd. Flow (prot)	0	6471	0	0	0	4053
Flt Permitted						
Satd. Flow (perm)	0	6471	0	0	0	4053
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.92	0.83	0.92	0.92	0.92	0.83
Heavy Vehicles (%)	0%	1%	0%	0%	0%	2%
Adj. Flow (vph)	0	1960	0	0	0	1275
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1960	0	0	0	1275
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 48.7% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 400: James Doolittle Blvd & Parking F

FB NB Weekday PM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	604			233	378	
Travel Time (s)	13.7			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd

FB NB Weekday PM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 402: James Doolittle Blvd & Exist Hotel Access

FB NB Weekday PM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	284	
Travel Time (s)	3.3			9.4	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 403: James Doolittle Blvd & Marriott Drwy

FB NB Weekday PM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	293			284	451	
Travel Time (s)	6.7			6.5	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
406: Sands Ave

FB NB Weekday PM peak hour
05/23/2024





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			604			302			502	
Travel Time (s)		5.4			13.7			6.9			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			16			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		159			524			222			422	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave

 22.5 s	 22.5 s
 22.5 s	 22.5 s

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	1863	1770	1770
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	1863	1770	1770
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	350			454	230	
Travel Time (s)	8.0			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						0%
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			16	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split			pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	24.5	24.5	24.5	22.5	
Total Split (%)	32.9%	35.0%	35.0%	35.0%	32.1%	
Maximum Green (s)	18.5	20.0	20.0	20.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	270			374	150	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						












Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 20
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 408: East Dr/Sands Ave & North Dr














						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15



















HCM Unsignalized Intersection Capacity Analysis
 409: Sands Ave & Parking E

FB NB Weekday PM peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	0	0	0	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
410: MSK Entrance & Garage C & West Dr

FB NB Weekday PM peak hour
05/23/2024



















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	29	0	0	0	34	0	0	0	0	0
Future Volume (vph)	0	0	29	0	0	0	34	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.865										
Flt Protected							0.950					
Satd. Flow (prot)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			395	
Travel Time (s)		2.8			3.6			7.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	32	0	0	0	37	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	0	0	37	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.3%
 Analysis Period (min) 15
 ICU Level of Service A

















HCM Unsignalized Intersection Capacity Analysis
 410: MSK Entrance & Garage C & West Dr

FB NB Weekday PM peak hour
 05/23/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	29	0	0	0	34	0	0	0	0	0
Future Volume (Veh/h)	0	0	29	0	0	0	34	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	32	0	0	0	37	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								348				
pX, platoon unblocked												
vC, conflicting volume	74	74	0	106	74	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	74	74	0	106	74	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	97	100	100	100	98			100		
cM capacity (veh/h)	900	798	1085	833	798	1085	1623			1623		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	32	0	37	0	0	0						
Volume Left	0	0	37	0	0	0						
Volume Right	32	0	0	0	0	0						
cSH	1085	1700	1623	1700	1700	1700						
Volume to Capacity	0.03	0.00	0.02	0.00	0.00	0.00						
Queue Length 95th (ft)	2	0	2	0	0	0						
Control Delay (s)	8.4	0.0	7.3	0.0	0.0	0.0						
Lane LOS	A	A	A									
Approach Delay (s)	8.4	0.0	7.3		0.0							
Approach LOS	A	A										
Intersection Summary												
Average Delay			7.8									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
412: West Dr & South Dr

FB NB Weekday PM peak hour
05/23/2024

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		155			247			395			225	
Travel Time (s)		3.5			5.6			9.0			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 ICU Level of Service A










HCM Unsignalized Intersection Capacity Analysis
 412: West Dr & South Dr

FB NB Weekday PM peak hour
 05/23/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total (vph)	0	0	0	0	0	0	0					
Volume Left (vph)	0	0	0	0	0	0	0					
Volume Right (vph)	0	0	0	0	0	0	0					
Hadj (s)	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Departure Headway (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Degree Utilization, x	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Capacity (veh/h)	806	806	806	806	806	806	806					
Control Delay (s)	6.3	6.3	6.3	6.3	6.3	6.3	7.5					
Approach Delay (s)	0.0		0.0		0.0		0.0					
Approach LOS	A		A		A		A					










Intersection Summary










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

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	14	0	0	86	0	0
Future Volume (vph)	14	0	0	86	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	15	0	0	93	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	0	93	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	14	0	0	86	0	0
Future Volume (Veh/h)	14	0	0	86	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	0	0	93	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	221					
pX, platoon unblocked						
vC, conflicting volume			15		62	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			15		62	8
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1601		938	1072
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	10	5	46	46	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.01	0.00	0.03	0.03	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	14	0	0	86	0	0
Future Volume (vph)	14	0	0	86	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	1863	0
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	15	0	0	93	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	0	93	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 414: MSK Dock & South Dr

FB NB Weekday PM peak hour
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	14	0	0	86	0	0
Future Volume (Veh/h)	14	0	0	86	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	0	0	93	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	408					
pX, platoon unblocked						
vC, conflicting volume			15		62	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			15		62	8
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1601		938	1072
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	10	5	46	46	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.01	0.00	0.03	0.03	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	14	0	0	86	0
Future Volume (vph)	0	14	0	0	86	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.850					
Flt Protected					0.950	
Satd. Flow (prot)	2895	0	0	3539	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	2895	0	0	3539	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	87			155	141	
Travel Time (s)	2.0			3.5	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	3%	2%
Adj. Flow (vph)	0	15	0	0	93	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	0	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 14.8% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 415: MSK Garage & South Dr

FB NB Weekday PM peak hour
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	14	0	0	86	0
Future Volume (Veh/h)	0	14	0	0	86	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	15	0	0	93	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	495					
pX, platoon unblocked						
vC, conflicting volume			15		8	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			15		8	8
tC, single (s)			4.1		6.9	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		91	100
cM capacity (veh/h)			1601		1009	1072
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	15	0	0	93	
Volume Left	0	0	0	0	93	
Volume Right	0	15	0	0	0	
cSH	1700	1700	1700	1700	1009	
Volume to Capacity	0.00	0.01	0.00	0.00	0.09	
Queue Length 95th (ft)	0	0	0	0	8	
Control Delay (s)	0.0	0.0	0.0	0.0	8.9	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		8.9	
Approach LOS					A	
Intersection Summary						
Average Delay			7.7			
Intersection Capacity Utilization			14.8%		ICU Level of Service	A
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Fr												
Flt Protected												
Satd. Flow (prot)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Flt Permitted												
Satd. Flow (perm)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		462			492			355			249	
Travel Time (s)		10.5			11.2			8.1			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										0%		0%
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			4			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type			Perm				Perm		Perm	Perm		Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

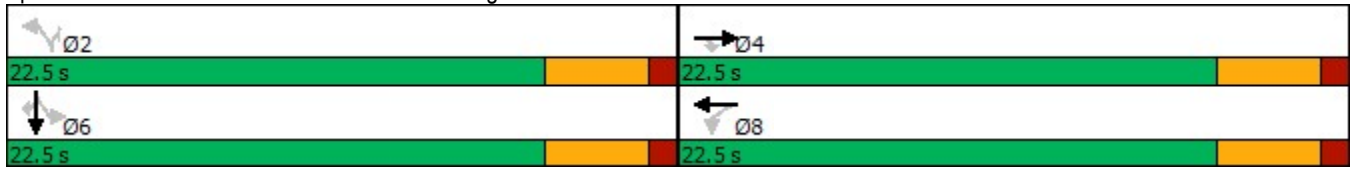
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		382			412			275			169	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												










Intersection Summary







Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	3539	3390	1695	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	3390	1695	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		492	350		103	
Travel Time (s)		11.2	8.0		2.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)				0%		
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type				Perm		
Protected Phases	1	1 2	2			
Permitted Phases	2			2		

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	12.0		28.0	28.0		
Total Split (%)	30.0%		70.0%	70.0%		
Maximum Green (s)	7.5		23.5	23.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		Min	Min		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)		412	270		23	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 25
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A













Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance



Lanes, Volumes, Timings
420: Washington St & W Columbus St/Driveway

FB NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	0	140	0	3	0	143	356	8	1	546	63
Future Volume (vph)	78	0	140	0	3	0	143	356	8	1	546	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.96	0.98				0.99	1.00			1.00	
Frt			0.850					0.997			0.986	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1668	1222	0	1773	0	1504	1839	0	0	1931	0
Flt Permitted		0.756					0.351				0.999	
Satd. Flow (perm)	0	1273	1200	0	1773	0	553	1839	0	0	1929	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71					2			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			167			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	23		6	6		23	16		6	6		16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	11%	0%	0%	0%	12%	3%	0%	0%	3%	3%
Parking (#/hr)			0									
Adj. Flow (vph)	81	0	146	0	3	0	149	371	8	1	569	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	146	0	3	0	149	379	0	0	636	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

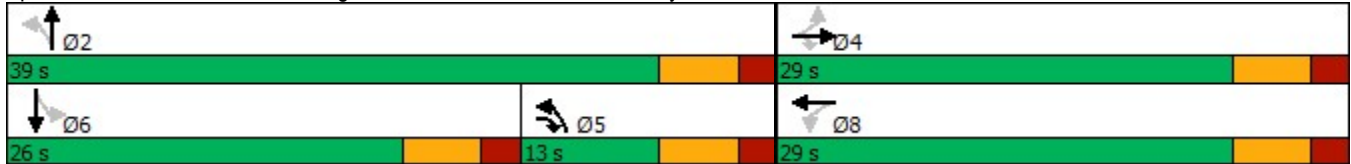
Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA	pm+ov		NA		pm+pt	NA		Perm	NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)		11.8	13.6		11.8		35.7	38.6			22.8	
Actuated g/C Ratio		0.23	0.26		0.23		0.69	0.74			0.44	
v/c Ratio		0.28	0.40		0.01		0.30	0.28			0.75	
Control Delay		20.8	9.2		17.0		10.1	6.4			24.7	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		20.8	9.2		17.0		10.1	6.4			24.7	
LOS		C	A		B		B	A			C	
Approach Delay		13.3			17.0			7.5			24.7	
Approach LOS		B			B			A			C	
Queue Length 50th (ft)		23	15		1		19	53			188	
Queue Length 95th (ft)		54	42		6		57	138			#461	
Internal Link Dist (ft)		363			87			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		580	380		807		516	1315			850	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.14	0.38		0.00		0.29	0.29			0.75	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 52
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75

Intersection Signal Delay: 16.3
 Intersection Capacity Utilization 78.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 420: Washington St & W Columbus St/Driveway











N-2 2030 No-Build Conditions

N-2.3 Friday Evening peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	1153	1589	33	0	53
Future Volume (vph)	0	1153	1589	33	0	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5121	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5121	0	0	1611
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	1%	0%	0%	2%
Adj. Flow (vph)	0	1253	1727	36	0	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1253	1763	0	0	58
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 41.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

FB NB Friday Evening peak hour
 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	1153	1589	33	0	53	
Future Volume (Veh/h)	0	1153	1589	33	0	53	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	1253	1727	36	0	58	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.90		
vC, conflicting volume	1727				2163	594	
vC1, stage 1 conf vol					1745		
vC2, stage 2 conf vol					418		
vCu, unblocked vol	1727				1896	594	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	87	
cM capacity (veh/h)	371				112	448	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	418	418	418	691	691	381	58
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	36	58
cSH	1700	1700	1700	1700	1700	1700	448
Volume to Capacity	0.25	0.25	0.25	0.41	0.41	0.22	0.13
Queue Length 95th (ft)	0	0	0	0	0	0	11
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	14.2
Lane LOS							B
Approach Delay (s)	0.0			0.0			14.2
Approach LOS							B
Intersection Summary							
Average Delay			0.3				
Intersection Capacity Utilization			41.4%		ICU Level of Service		A
Analysis Period (min)			15				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	29	2	1017	115	10	78	1553	1	91	1	119	7
Future Volume (vph)	29	2	1017	115	10	78	1553	1	91	1	119	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Ped Bike Factor		1.00		0.99		1.00		0.99				
Frt				0.850				0.850		0.910	0.850	
Flt Protected		0.950				0.950			0.950	0.981		0.950
Satd. Flow (prot)	0	3262	5085	1652	0	3326	4853	1435	1586	2824	1455	1345
Flt Permitted		0.950				0.950			0.950	0.981		0.950
Satd. Flow (perm)	0	3261	5085	1632	0	3324	4853	1417	1586	2824	1455	1345
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		2		2		2		2				
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	2%	1%	0%	2%	1%	0%	7%	0%	1%	14%
Adj. Flow (vph)	32	2	1105	125	11	85	1688	1	99	1	129	8
Shared Lane Traffic (%)								10%	42%		50%	50%
Lane Group Flow (vph)	0	34	1105	125	0	96	1688	1	57	108	64	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

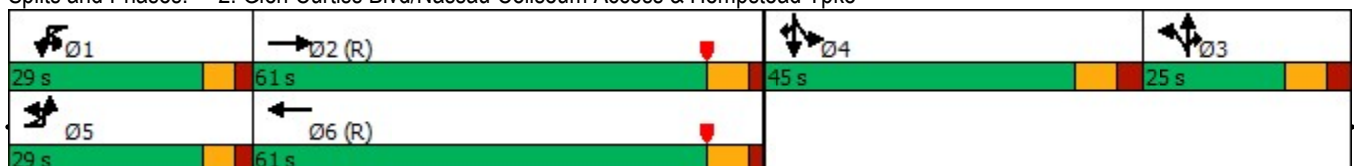
	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	1	2
Future Volume (vph)	1	2
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor		
Frt		0.850
Flt Protected	0.962	
Satd. Flow (prot)	2639	1421
Flt Permitted	0.962	
Satd. Flow (perm)	2639	1421
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	1	2
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	5	2
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		6.2	104.2	160.0		10.4	110.6	160.0	12.4	12.4	12.4	13.0
Actuated g/C Ratio		0.04	0.65	1.00		0.06	0.69	1.00	0.08	0.08	0.08	0.08
v/c Ratio		0.27	0.33	0.08		0.44	0.50	0.00	0.46	0.49	0.57	0.04
Control Delay		92.0	4.3	0.1		78.6	16.9	0.0	81.9	77.7	89.8	60.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		92.0	4.3	0.1		78.6	16.9	0.0	81.9	77.7	89.8	60.0
LOS		F	A	A		E	B	A	F	E	F	E
Approach Delay			6.3				20.2			82.2		
Approach LOS			A				C			F		

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 19.3
 Intersection Capacity Utilization 68.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C













Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke



Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	28.1%	28.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	13.0	13.0
Actuated g/C Ratio	0.08	0.08
v/c Ratio	0.02	0.02
Control Delay	59.6	58.5
Queue Delay	0.0	0.0
Total Delay	59.6	58.5
LOS	E	E
Approach Delay	59.5	
Approach LOS	E	
Intersection Summary		

Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

FB NB Friday Evening peak hour
05/23/2024

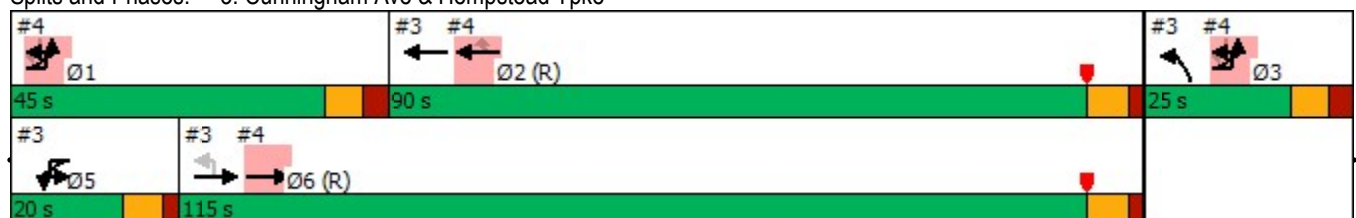
									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	10	1111	33	2	114	1559	40	50	
Future Volume (vph)	10	1111	33	2	114	1559	40	50	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			0.99		0.99		
Frt		0.996					0.925		
Flt Protected					0.950		0.978		
Satd. Flow (prot)	0	5061	0	0	1787	6408	1831	0	
Flt Permitted		0.903			0.950		0.978		
Satd. Flow (perm)	0	4570	0	0	1770	6408	1828	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		6					32		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		3	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	2%	3%	0%	1%	2%	3%	2%	
Adj. Flow (vph)	11	1208	36	2	124	1695	43	54	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1255	0	0	126	1695	97	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	115.0	115.0		20.0	20.0	90.0	25.0		45.0
Total Split (%)	71.9%	71.9%		12.5%	12.5%	56.3%	15.6%		28%
Maximum Green (s)	108.0	108.0		13.3	13.3	83.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		112.4			14.7	116.1	11.5		
Actuated g/C Ratio		0.70			0.09	0.73	0.07		
v/c Ratio		0.39			0.77	0.36	0.60		
Control Delay		1.0			107.0	3.9	62.7		
Queue Delay		0.1			0.0	0.0	0.0		
Total Delay		1.0			107.0	3.9	62.7		
LOS		A			F	A	E		
Approach Delay		1.0				11.1	62.7		
Approach LOS		A				B	E		

Intersection Summary













Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 8.7
 Intersection Capacity Utilization 70.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke



Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB NB Friday Evening peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	17	4	1154	1604	5	0	22			
Future Volume (vph)	17	4	1154	1604	5	0	22			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	19	4	1297	1802	6	0	25			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	23	1297	1802	6	0	25			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

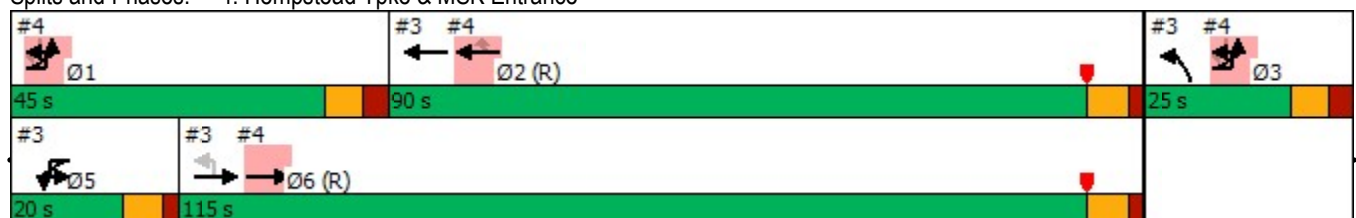
FB NB Friday Evening peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		29.2	112.4	116.1	116.1		29.2			
Actuated g/C Ratio		0.18	0.70	0.73	0.73		0.18			
v/c Ratio		0.04	0.36	0.49	0.01		0.05			
Control Delay		52.3	5.9	2.4	2.2		52.2			
Queue Delay		0.0	0.0	0.0	0.0		0.0			
Total Delay		52.3	5.9	2.4	2.2		52.2			
LOS		D	A	A	A		D			
Approach Delay			6.7	2.4		52.2				
Approach LOS			A	A		D				

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 4.6
 Intersection Capacity Utilization 51.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	117	836	78	59	205	1275	102	96	191	92	202
Future Volume (vph)	6	117	836	78	59	205	1275	102	96	191	92	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	1.00		
Frt				0.850				0.850		0.953		
Flt Protected		0.950				0.950			0.950	0.998		0.950
Satd. Flow (prot)	0	3178	5085	1507	0	3475	5085	1516	1369	3189	0	1557
Flt Permitted		0.950				0.950			0.950	0.998		0.950
Satd. Flow (perm)	0	3177	5085	1483	0	3469	5085	1496	1360	3188	0	1557
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		2		3		3		2	9			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	2%	0%	0%	1%	2%	3%	16%	4%	0%	2%
Adj. Flow (vph)	7	136	972	91	69	238	1483	119	112	222	107	235
Shared Lane Traffic (%)									10%			27%
Lane Group Flow (vph)	0	143	972	91	0	307	1483	119	101	340	0	172
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	234	148
Future Volume (vph)	234	148
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.98
Frt	0.992	0.850
Flt Protected	0.991	
Satd. Flow (prot)	3016	1379
Flt Permitted	0.991	
Satd. Flow (perm)	3016	1346
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		9
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	272	172
Shared Lane Traffic (%)		11%
Lane Group Flow (vph)	354	153
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

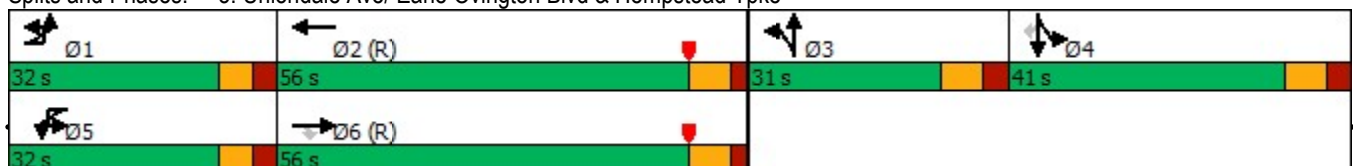
FB NB Friday Evening peak hour
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Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			3	3			0					1
Act Effct Green (s)		11.6	63.7	63.7		18.5	70.6	160.0	21.5	21.5		26.3
Actuated g/C Ratio		0.07	0.40	0.40		0.12	0.44	1.00	0.13	0.13		0.16
v/c Ratio		0.62	0.48	0.15		0.77	0.66	0.08	0.55	0.79		0.67
Control Delay		90.0	34.6	35.3		98.3	33.2	0.1	76.3	81.2		75.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		90.0	34.6	35.3		98.3	33.2	0.1	76.3	81.2		75.4
LOS		F	C	D		F	C	A	E	F		E
Approach Delay			41.2				41.6			80.1		
Approach LOS			D				D			F		

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 50.7
 Intersection Capacity Utilization 86.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke



Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	26.3	26.3
Actuated g/C Ratio	0.16	0.16
v/c Ratio	0.71	0.69
Control Delay	71.1	78.8
Queue Delay	0.0	0.0
Total Delay	71.1	78.8
LOS	E	E
Approach Delay	73.9	
Approach LOS	E	
Intersection Summary		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	103	0	76	13	2	51	1	53	356	0	1	3
Future Volume (vph)	103	0	76	13	2	51	1	53	356	0	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		115		285		110
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				70				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor								1.00				
Frt		0.943			0.855							
Flt Protected		0.972		0.950				0.950				0.950
Satd. Flow (prot)	0	1734	0	1805	1624	0	0	1805	4988	1900	0	1805
Flt Permitted		0.786		0.652				0.331				0.488
Satd. Flow (perm)	0	1402	0	1239	1624	0	0	628	4988	1900	0	927
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			63							
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)								3				
Confl. Bikes (#/hr)												
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	127	0	94	16	2	63	1	65	440	0	1	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	221	0	16	65	0	0	66	440	0	0	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				32			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		20	30	6	20	20	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)									94			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	494	68
Future Volume (vph)	494	68
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	4947	0
Flt Permitted		
Satd. Flow (perm)	4947	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	22	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		3
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	610	84
Shared Lane Traffic (%)		
Lane Group Flow (vph)	694	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

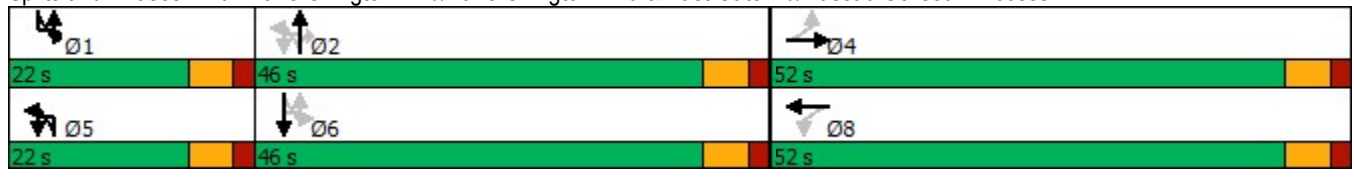
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)									0.0			
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	19.0	19.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	25.0	25.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0			6.0	6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				0	0				0	0		
Act Effct Green (s)		11.5		11.5	11.5			26.3	24.9			22.7
Actuated g/C Ratio		0.23		0.23	0.23			0.52	0.49			0.45
v/c Ratio		0.58		0.06	0.16			0.14	0.18			0.01
Control Delay		19.3		17.9	7.0			6.9	8.8			6.8
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay		19.3		17.9	7.0			6.9	8.8			6.8
LOS		B		B	A			A	A			A
Approach Delay		19.3			9.2				8.5			
Approach LOS		B			A				A			

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 50.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 12.4
 Intersection Capacity Utilization 52.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A




























Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access





Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	19.0	
Minimum Split (s)	25.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	19.7	
Actuated g/C Ratio	0.39	
v/c Ratio	0.36	
Control Delay	13.4	
Queue Delay	0.0	
Total Delay	13.4	
LOS	B	
Approach Delay	13.4	
Approach LOS	B	

Intersection Summary

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 				  			 	 
Traffic Volume (vph)	293	1	295	1	0	7	0	511	0	55	0	270
Future Volume (vph)	293	1	295	1	0	7	0	511	0	55	0	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		0	0		0		140	
Storage Lanes	2		1	2		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor			0.99	1.00		0.99						
Frt			0.850			0.850						
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3502	1900	1568	3502	0	1615	0	6346	0	0	1805	3574
Flt Permitted	0.950			0.950							0.304	
Satd. Flow (perm)	3502	1900	1549	3495	0	1594	0	6346	0	0	578	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			355			100						
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			450			581				476
Travel Time (s)		15.0			10.2			11.3				9.3
Confl. Peds. (#/hr)			1	1			1					
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	2%	3%	0%	0%	0%	1%
Adj. Flow (vph)	353	1	355	1	0	8	0	616	0	66	0	325
Shared Lane Traffic (%)												
Lane Group Flow (vph)	353	1	355	1	0	8	0	616	0	0	66	325
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

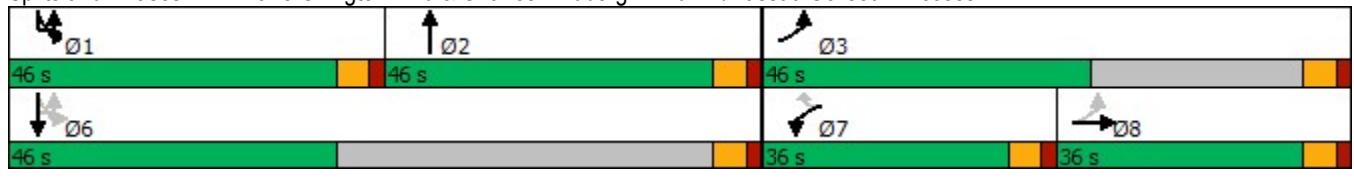
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		0						0				0
Act Effct Green (s)	13.6	8.3	53.0	8.3		8.3		20.6			27.0	27.0
Actuated g/C Ratio	0.26	0.16	1.00	0.16		0.16		0.39			0.51	0.51
v/c Ratio	0.39	0.00	0.23	0.00		0.02		0.25			0.16	0.18
Control Delay	18.4	24.0	0.3	24.0		0.1		13.2			8.2	7.6
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	18.4	24.0	0.3	24.0		0.1		13.2			8.2	7.6
LOS	B	C	A	C		A		B			A	A
Approach Delay		9.4			2.8			13.2				7.7
Approach LOS		A			A			B				A

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 53
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 10.3
 Intersection Capacity Utilization 55.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access





Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	255	262	11	11	270	26	0	0	31
Future Volume (vph)	0	0	0	255	262	11	11	270	26	0	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt						0.850						0.984
Flt Protected				0.950	0.988			0.950				
Satd. Flow (prot)	0	0	0	1626	3105	1470	0	3404	3471	0	0	3453
Flt Permitted				0.950	0.988			0.950				
Satd. Flow (perm)	0	0	0	1626	3105	1470	0	3389	3471	0	0	3453
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						4
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								2			1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	5%	0%	0%	3%	4%	0%	0%	3%
Adj. Flow (vph)	0	0	0	280	288	12	12	297	29	0	0	34
Shared Lane Traffic (%)				34%		10%						
Lane Group Flow (vph)	0	0	0	185	384	11	0	309	29	0	0	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	4	
Future Volume (vph)	4	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	2	
Peak Hour Factor	0.91	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	4	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

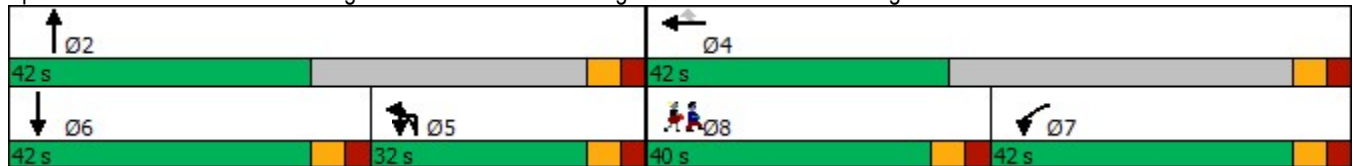
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				24.6	24.6	24.6		14.3	22.6			11.0
Actuated g/C Ratio				0.39	0.39	0.39		0.23	0.36			0.18
v/c Ratio				0.29	0.31	0.02		0.40	0.02			0.06
Control Delay				16.3	15.2	0.1		26.1	13.7			28.1
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				16.3	15.2	0.1		26.1	13.7			28.1
LOS				B	B	A		C	B			C
Approach Delay					15.3				25.0			28.1
Approach LOS					B				C			C

Intersection Summary











Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 62.7
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 19.2
 Intersection Capacity Utilization 46.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



Lane Group	SBR	Ø8
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	566	31	0	567	0	43
Future Volume (vph)	566	31	0	567	0	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.81	0.81	1.00	0.86	1.00	0.88
Flt	0.999	0.850				0.850
Flt Protected						
Satd. Flow (prot)	6087	1223	0	6346	0	2842
Flt Permitted						
Satd. Flow (perm)	6087	1223	0	6346	0	2842
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	453	
Travel Time (s)	9.8			1.9	10.3	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	7%	2%	3%	2%	0%
Adj. Flow (vph)	674	37	0	675	0	51
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	678	33	0	675	0	51
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.4% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	609	532	23	0	35
Future Volume (vph)	0	609	532	23	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.81	0.86	0.86	1.00	1.00
Frt			0.994			0.865
Flt Protected						
Satd. Flow (prot)	0	7619	6315	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	7619	6315	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	0	725	633	27	0	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	725	660	0	0	42
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	















Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.1% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	185	0	47	403	526	185
Future Volume (vph)	185	0	47	403	526	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Fr _t						0.850
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	3433	0	1626	3539	3539	1509
Fl _t Permitted	0.950		0.422			
Satd. Flow (perm)	3433	0	722	3539	3539	1509
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						210
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	11%	2%	2%	7%
Adj. Flow (vph)	210	0	53	458	598	210
Shared Lane Traffic (%)						
Lane Group Flow (vph)	210	0	53	458	598	210
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	

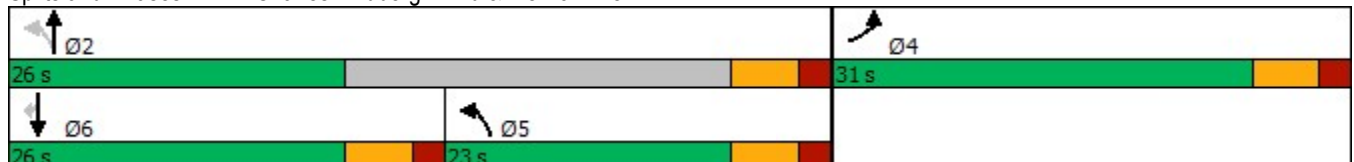
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	8.8		28.9	26.8	20.9	20.9
Actuated g/C Ratio	0.18		0.60	0.56	0.44	0.44
v/c Ratio	0.33		0.10	0.23	0.39	0.27
Control Delay	19.6		5.3	5.6	11.4	3.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.6		5.3	5.6	11.4	3.2
LOS	B		A	A	B	A
Approach Delay	19.6			5.5	9.3	
Approach LOS	B			A	A	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 47.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 9.4
 Intersection Capacity Utilization 41.7%
 Analysis Period (min) 15






























Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

FB NB Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		  				  		 	 		 	 
Traffic Volume (vph)	118	1208	339	1	53	1384	121	263	210	66	118	323
Future Volume (vph)	118	1208	339	1	53	1384	121	263	210	66	118	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00					1.00						
Fr			0.850			0.988			0.964			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1787	5085	1599	0	1737	6377	0	3502	3353	0	3433	3539
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1787	5085	1599	0	1737	6377	0	3502	3353	0	3433	3539
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	1						1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	1%	0%	4%	1%	3%	0%	5%	0%	2%	2%
Adj. Flow (vph)	128	1313	368	1	58	1504	132	286	228	72	128	351
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	1313	368	0	59	1636	0	286	300	0	128	351
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	205
Future Volume (vph)	205
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	223
Shared Lane Traffic (%)	
Lane Group Flow (vph)	223
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	34.0	60.0		34.0	34.0	60.0		34.0	42.0		34.0	42.0
Total Split (%)	20.0%	35.3%		20.0%	20.0%	35.3%		20.0%	24.7%		20.0%	24.7%
Maximum Green (s)	26.7	53.0		26.7	26.7	53.0		27.0	34.0		27.0	34.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				0			0			0
Act Effct Green (s)	17.5	87.7	113.0		11.1	78.6		18.2	33.9		10.7	26.4
Actuated g/C Ratio	0.10	0.52	0.66		0.07	0.46		0.11	0.20		0.06	0.16
v/c Ratio	0.70	0.50	0.35		0.52	0.55		0.76	0.45		0.59	0.64
Control Delay	92.9	30.2	15.6		90.2	43.3		87.1	61.0		88.5	72.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	92.9	30.2	15.6		90.2	43.3		87.1	61.0		88.5	72.2
LOS	F	C	B		F	D		F	E		F	E
Approach Delay		31.7				45.0			73.7			68.1
Approach LOS		C				D			E			E

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 128 (75%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 46.9
 Intersection Capacity Utilization 76.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 12: Merrick Ave & Hempstead Tpke















Lane Group	SBR
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	51.2
Actuated g/C Ratio	0.30
v/c Ratio	0.47
Control Delay	50.1
Queue Delay	0.0
Total Delay	50.1
LOS	D
Approach Delay	
Approach LOS	

Intersection Summary

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

FB NB Friday Evening peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	23	1344	30	36	17	1525	0	0	
Future Volume (vph)	23	1344	30	36	17	1525	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.997							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4948	0	0	1685	4916	0	0	
Flt Permitted	0.128				0.154				
Satd. Flow (perm)	227	4948	0	0	273	4916	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		6							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			7		7				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	2%	2%	2%	
Adj. Flow (vph)	26	1510	34	40	19	1713	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	26	1544	0	0	59	1713	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				
Detector Phase	2	2		6	6	6			

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

FB NB Friday Evening peak hour
 05/23/2024















Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø3
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	137.0	137.0		137.0	137.0	137.0			33.0
Total Split (%)	80.6%	80.6%		80.6%	80.6%	80.6%			19%
Maximum Green (s)	130.0	130.0		130.0	130.0	130.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									2
Act Effct Green (s)	162.0	162.0			162.0	162.0			
Actuated g/C Ratio	0.95	0.95			0.95	0.95			
v/c Ratio	0.12	0.33			0.23	0.37			
Control Delay	1.7	0.7			3.1	1.0			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	1.7	0.7			3.1	1.0			
LOS	A	A			A	A			
Approach Delay		0.7				1.0			
Approach LOS		A				A			









Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 163 (96%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 0.9
 Intersection Capacity Utilization 49.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke



								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	53	1282	68	3	26	1385	54	29
Future Volume (vph)	53	1282	68	3	26	1385	54	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			
Frt		0.992						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1770	5092	0	0	1805	5136	1805	1615
Flt Permitted	0.141				0.950		0.950	
Satd. Flow (perm)	263	5092	0	0	1804	5136	1805	1615
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		9						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			1		1			
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	62	1508	80	4	31	1629	64	34
Shared Lane Traffic (%)								
Lane Group Flow (vph)	62	1588	0	0	35	1629	64	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0

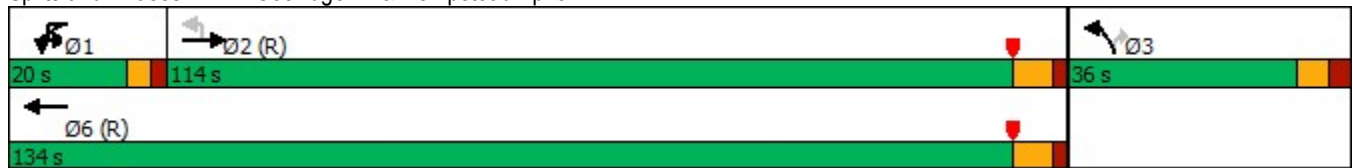
								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	114.0	114.0		20.0	20.0	134.0	36.0	36.0
Total Split (%)	67.1%	67.1%		11.8%	11.8%	78.8%	21.2%	21.2%
Maximum Green (s)	107.0	107.0		15.0	15.0	127.0	29.0	29.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							0	0
Act Effct Green (s)	133.8	133.8			7.8	144.6	11.4	11.4
Actuated g/C Ratio	0.79	0.79			0.05	0.85	0.07	0.07
v/c Ratio	0.30	0.40			0.43	0.37	0.53	0.31
Control Delay	7.7	3.7			105.0	0.4	91.6	81.8
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	7.7	3.7			105.0	0.5	91.6	81.8
LOS	A	A			F	A	F	F
Approach Delay		3.8				2.7	88.2	
Approach LOS		A				A	F	

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 161 (95%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 5.7
 Intersection Capacity Utilization 56.8%
 Analysis Period (min) 15





















Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke



Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB NB Friday Evening peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	11	1104	205	6	89	1206	168	239	116	53	265
Future Volume (vph)	3	11	1104	205	6	89	1206	168	239	116	53	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor			1.00			1.00						
Frt			0.977					0.850		0.953		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4840	0	0	1745	4916	1561	3351	1715	0	3351
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1745	4840	0	0	1744	4916	1561	3351	1715	0	3351
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)				1			1					
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	2%	0%	1%	3%	0%	1%
Parking (#/hr)											0	
Adj. Flow (vph)	3	12	1213	225	7	98	1325	185	263	127	58	291
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	1438	0	0	105	1325	185	263	185	0	291
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	
Traffic Volume (vph)	164	23
Future Volume (vph)	164	23
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	1804	0
Flt Permitted		
Satd. Flow (perm)	1804	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	0%	0%
Parking (#/hr)		
Adj. Flow (vph)	180	25
Shared Lane Traffic (%)		
Lane Group Flow (vph)	205	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

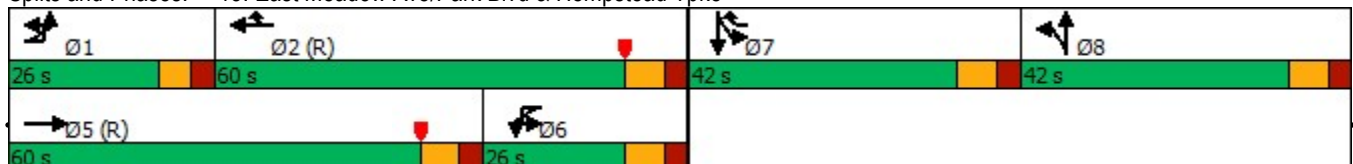
FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	27	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	27	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		3.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		11.0
Total Split (s)	26.0	26.0	60.0		26.0	26.0	60.0		42.0	42.0		42.0
Total Split (%)	15.3%	15.3%	35.3%		15.3%	15.3%	35.3%		24.7%	24.7%		24.7%
Maximum Green (s)	19.0	19.0	52.0		18.0	18.0	52.0		34.0	34.0		34.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0				8.0	8.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			0				0					0
Act Effct Green (s)		6.2	71.0			18.0	91.2	124.5	23.8	23.8		25.2
Actuated g/C Ratio		0.04	0.42			0.11	0.54	0.73	0.14	0.14		0.15
v/c Ratio		0.24	0.71			0.57	0.50	0.16	0.56	0.77		0.59
Control Delay		99.6	41.9			85.3	28.9	9.1	72.1	90.9		71.6
Queue Delay		0.0	0.2			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		99.6	42.1			85.3	28.9	9.1	72.1	90.9		71.6
LOS		F	D			F	C	A	E	F		E
Approach Delay			42.7				30.3			79.9		
Approach LOS			D				C			E		

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 123 (72%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 46.2
 Intersection Capacity Utilization 77.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke



Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	3.0	
Minimum Split (s)	11.0	
Total Split (s)	42.0	
Total Split (%)	24.7%	
Maximum Green (s)	34.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	25.2	
Actuated g/C Ratio	0.15	
v/c Ratio	0.77	
Control Delay	87.5	
Queue Delay	0.0	
Total Delay	87.5	
LOS	F	
Approach Delay	78.1	
Approach LOS	E	
Intersection Summary		

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	29	4	194	2	3	26	1	53	455	9	18
Future Volume (vph)	1	29	4	194	2	3	26	1	53	455	9	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	11	12	12	12
Storage Length (ft)		0		0	0		0		420		0	105
Storage Lanes		0		2	0		0		2		0	1
Taper Length (ft)		0			0				80			70
Lane Util. Factor	1.00	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	1.00
Ped Bike Factor										1.00		1.00
Frt				0.850		0.885				0.997		
Flt Protected			0.957			0.997			0.950			0.950
Satd. Flow (prot)	0	0	1660	2814	0	1676	0	0	3028	3529	0	1805
Flt Permitted			0.725			0.977			0.265			0.461
Satd. Flow (perm)	0	0	1258	2814	0	1643	0	0	845	3529	0	875
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				88		29				4		
Link Speed (mph)			40			30				40		
Link Distance (ft)			756			287				1121		
Travel Time (s)			12.9			6.5				19.1		
Confl. Peds. (#/hr)											1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	11%	0%	1%	0%	0%	0%	0%	12%	2%	0%	0%
Adj. Flow (vph)	1	32	4	216	2	3	29	1	59	506	10	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	37	216	0	34	0	0	60	516	0	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left
Median Width(ft)			12			0				36		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			24			16				28		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	15
Number of Detectors	0	1	1	1	1	2		1	1	2		1
Detector Template		Left			Left			Left		Thru		
Leading Detector (ft)	0	20	30	25	20	22		20	25	100		25
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Size(ft)	0	20	30	25	20	6		20	25	6		25
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						12				94		
Detector 2 Size(ft)						10				6		
Detector 2 Type						Cl+Ex				Cl+Ex		
Detector 2 Channel												

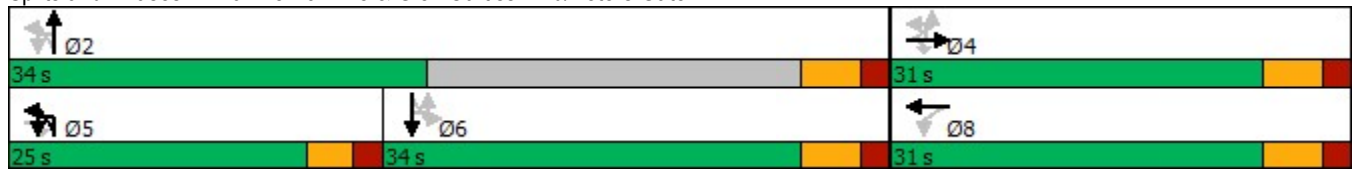
Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	643	14
Future Volume (vph)	643	14
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor		
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3524	0
Flt Permitted		
Satd. Flow (perm)	3524	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	3	
Link Speed (mph)	40	
Link Distance (ft)	822	
Travel Time (s)	14.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	2%	8%
Adj. Flow (vph)	714	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	730	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	32	
Link Offset(ft)	0	
Crosswalk Width(ft)	40	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm
Protected Phases			4			8		5	5	2		
Permitted Phases	4	4		4 5	8			2	2			6
Detector Phase	4	4	4	4 5	8	8		5	5	2		6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0
Minimum Split (s)	12.0	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0
Total Split (s)	31.0	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0
Total Split (%)	34.4%	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%
Maximum Green (s)	25.0	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0
Lost Time Adjust (s)			0.0			0.0			0.0	0.0		0.0
Total Lost Time (s)			6.0			6.0			5.0	6.0		6.0
Lead/Lag								Lead	Lead			Lag
Lead-Lag Optimize?								Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2
Recall Mode	None	None	None		None	None		None	None	Min		Min
Walk Time (s)	8.0	8.0	8.0		8.0	8.0						
Flash Dont Walk (s)	22.0	22.0	22.0		22.0	22.0						
Pedestrian Calls (#/hr)	0	0	0		0	0						
Act Effct Green (s)			7.2	18.5		7.2			32.3	31.3		20.0
Actuated g/C Ratio			0.14	0.37		0.14			0.64	0.62		0.40
v/c Ratio			0.21	0.20		0.13			0.07	0.24		0.06
Control Delay			22.2	7.1		10.9			3.8	4.7		10.8
Queue Delay			0.0	0.0		0.0			0.0	0.0		0.0
Total Delay			22.2	7.1		10.9			3.8	4.7		10.8
LOS			C	A		B			A	A		B
Approach Delay			9.3			10.9				4.6		
Approach LOS			A			B				A		

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 50.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 9.6
 Intersection Capacity Utilization 49.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lane Group	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	34.0	
Total Split (%)	37.8%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	20.0	
Actuated g/C Ratio	0.40	
v/c Ratio	0.52	
Control Delay	13.5	
Queue Delay	0.0	
Total Delay	13.5	
LOS	B	
Approach Delay	13.4	
Approach LOS	B	
Intersection Summary		

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	41	903	72	23	78	1326	98	53	51	41	71
Future Volume (vph)	5	41	903	72	23	78	1326	98	53	51	41	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.97		1.00		0.98		0.99	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.975		0.950
Satd. Flow (prot)	0	1685	5085	1463	0	1805	5036	1507	0	1678	1463	1685
Flt Permitted		0.950				0.950				0.824		0.603
Satd. Flow (perm)	0	1683	5085	1424	0	1798	5036	1483	0	1410	1442	1068
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		6		6		5	14		2	2
Confl. Bikes (#/hr)								2			1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	2%	3%	0%	0%	3%	0%	4%	2%	3%	0%
Adj. Flow (vph)	6	51	1115	89	28	96	1637	121	65	63	51	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	1115	89	0	124	1637	121	0	128	51	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	25	46
Future Volume (vph)	25	46
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1642	1507
Flt Permitted		
Satd. Flow (perm)	1642	1471
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	8%	0%
Adj. Flow (vph)	31	57
Shared Lane Traffic (%)		
Lane Group Flow (vph)	31	57
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

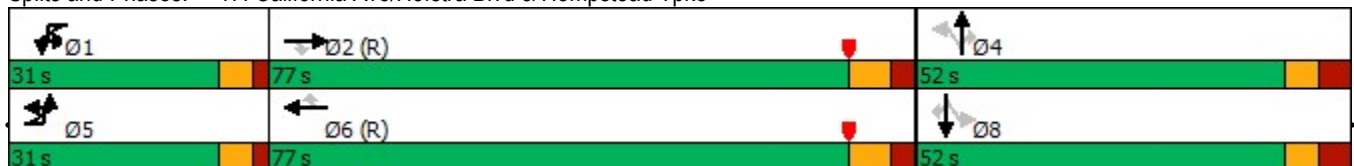
FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									2	2	2	2
Act Effct Green (s)		10.4	99.4	99.4		15.5	107.0	107.0		23.2	23.2	23.2
Actuated g/C Ratio		0.06	0.62	0.62		0.10	0.67	0.67		0.14	0.14	0.14
v/c Ratio		0.52	0.35	0.10		0.71	0.49	0.12		0.63	0.25	0.57
Control Delay		97.1	10.7	11.0		98.9	5.0	5.0		75.8	59.3	75.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		97.1	10.7	11.0		98.9	5.0	5.0		75.8	59.3	75.4
LOS		F	B	B		F	A	A		E	E	E
Approach Delay			14.7				11.2			71.1		
Approach LOS			B				B			E		

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 18.3
 Intersection Capacity Utilization 84.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service E





















Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke



Lane Group	↓	↙
	SBT	SBR
<hr/>		
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	23.2	23.2
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.13	0.27
Control Delay	55.5	60.1
Queue Delay	0.0	0.0
Total Delay	55.5	60.1
LOS	E	E
Approach Delay	66.9	
Approach LOS	E	
<hr/>		
Intersection Summary		

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

FB NB Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	156	867	22	14	18	1226	173	6	17	9	3	131
Future Volume (vph)	156	867	22	14	18	1226	173	6	17	9	3	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0		125
Storage Lanes	2		1		1		1	0		0		1
Taper Length (ft)	135				85			0				65
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor			0.97		0.99							
Frt			0.850				0.850		0.961			
Flt Protected	0.950				0.950				0.990			0.950
Satd. Flow (prot)	2779	3539	1615	0	1745	3574	1392	0	1748	0	0	3370
Flt Permitted	0.950				0.950				0.900			0.950
Satd. Flow (perm)	2779	3539	1574	0	1731	3574	1392	0	1589	0	0	3370
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							188					
Link Speed (mph)		40				40			30			
Link Distance (ft)		498				580			260			
Travel Time (s)		8.5				9.9			5.9			
Confl. Peds. (#/hr)			5		5							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	26%	2%	0%	8%	0%	1%	16%	17%	0%	0%	0%	4%
Adj. Flow (vph)	170	942	24	15	20	1333	188	7	18	10	3	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	170	942	24	0	35	1333	188	0	35	0	0	145
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		44				56			0			
Link Offset(ft)		11				0			-5			
Crosswalk Width(ft)		48				30			30			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	2	2	1	1	2	2	1	1	2		1	2
Detector Template		Thru	Right	Left		Thru	Right	Left			Left	
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		20	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35			35
Detector 2 Size(ft)	20	6			20	6			20			20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0			0.0

Lane Group	SBT	SBR	Ø2
Lane Configurations			
Traffic Volume (vph)	22	176	
Future Volume (vph)	22	176	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor			
Frt	0.883	0.850	
Flt Protected			
Satd. Flow (prot)	1581	1519	
Flt Permitted			
Satd. Flow (perm)	1581	1519	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)			
Peak Hour Factor	0.92	0.92	
Heavy Vehicles (%)	0%	1%	
Adj. Flow (vph)	24	191	
Shared Lane Traffic (%)		45%	
Lane Group Flow (vph)	110	105	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

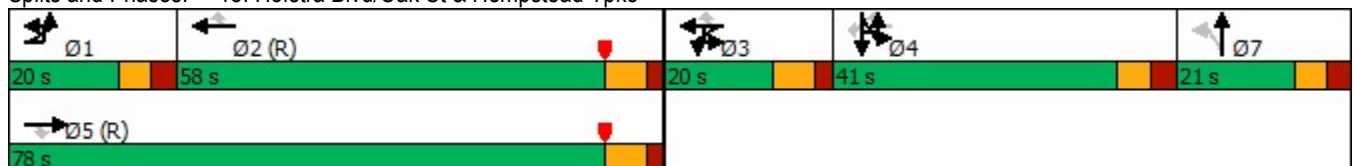
FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	Split
Protected Phases	1	5		3	3	2 3			7		4	4
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0			0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0			7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)	14.4	98.5	98.5		12.4	96.5	119.0		8.0			15.5
Actuated g/C Ratio	0.09	0.62	0.62		0.08	0.60	0.74		0.05			0.10
v/c Ratio	0.68	0.43	0.02		0.26	0.62	0.17		0.44			0.44
Control Delay	84.1	18.4	15.6		55.5	9.1	1.2		90.1			71.4
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0			0.0
Total Delay	84.1	18.4	15.6		55.5	9.1	1.2		90.1			71.4
LOS	F	B	B		E	A	A		F			E
Approach Delay		28.2				9.2			90.1			
Approach LOS		C				A			F			

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 26.0
 Intersection Capacity Utilization 73.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke



	↓	↙	
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	15.5	15.5	
Actuated g/C Ratio	0.10	0.10	
v/c Ratio	0.72	0.71	
Control Delay	94.3	94.7	
Queue Delay	0.0	0.0	
Total Delay	94.3	94.7	
LOS	F	F	
Approach Delay	85.2		
Approach LOS	F		
Intersection Summary			

Lanes, Volumes, Timings
19: Merrick Ave & Front St

FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	259	141	142	324	57	164	419	160	150	535	149
Future Volume (vph)	71	259	141	142	324	57	164	419	160	150	535	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00				1.00			0.99		1.00		
Frt			0.850		0.978			0.959				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	1756	1507	1668	3239	0	1685	3240	0	1745	3574	1531
Flt Permitted	0.512			0.364			0.353			0.305		
Satd. Flow (perm)	905	1756	1507	639	3239	0	626	3240	0	558	3574	1531
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		11							
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		552			635			457			1121	
Travel Time (s)		9.4			10.8			7.8			19.1	
Confl. Peds. (#/hr)	4					4			3	3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	1%	1%	4%	0%	3%	1%	0%	1%	2%
Parking (#/hr)									0			
Adj. Flow (vph)	76	278	152	153	348	61	176	451	172	161	575	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	278	152	153	409	0	176	623	0	161	575	160
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

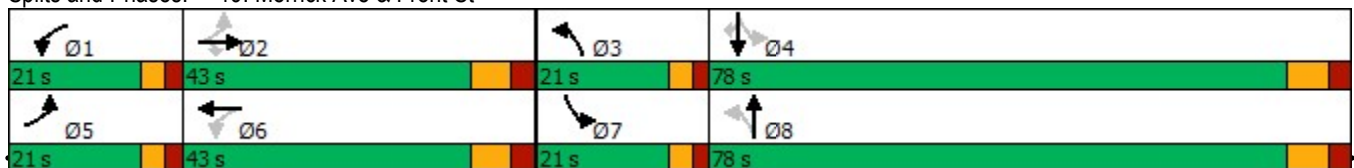
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	20.0		5.0	20.0	20.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	28.0		10.0	28.0	28.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		1			0			1	1
Act Effct Green (s)	34.8	23.7	23.7	41.8	29.6		46.5	32.6		47.6	33.2	33.2
Actuated g/C Ratio	0.33	0.22	0.22	0.40	0.28		0.44	0.31		0.45	0.31	0.31
v/c Ratio	0.21	0.71	0.37	0.43	0.45		0.46	0.62		0.43	0.51	0.33
Control Delay	23.1	50.2	17.3	25.6	34.5		20.7	35.6		20.0	32.7	32.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	23.1	50.2	17.3	25.6	34.5		20.7	35.6		20.0	32.7	32.3
LOS	C	D	B	C	C		C	D		B	C	C
Approach Delay		36.3			32.1			32.3			30.4	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 105.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 32.3
 Intersection Capacity Utilization 68.9%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 19: Merrick Ave & Front St



Lanes, Volumes, Timings
20: Uniondale Ave & Front St

FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	406	123	187	413	36	123	271	176	45	331	51
Future Volume (vph)	105	406	123	187	413	36	123	271	176	45	331	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97		0.94		0.99			0.99		0.99	1.00	
Frt			0.850		0.988			0.941			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1881	1599	1787	1848	0	1805	1682	0	1770	1821	0
Flt Permitted	0.495			0.218			0.215			0.496		
Satd. Flow (perm)	910	1881	1506	410	1848	0	408	1682	0	918	1821	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								28			5	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	21		13	13		21	6		5	5		6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	0%	8%	0%	2%	2%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	109	423	128	195	430	38	128	282	183	47	345	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	423	128	195	468	0	128	465	0	47	398	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

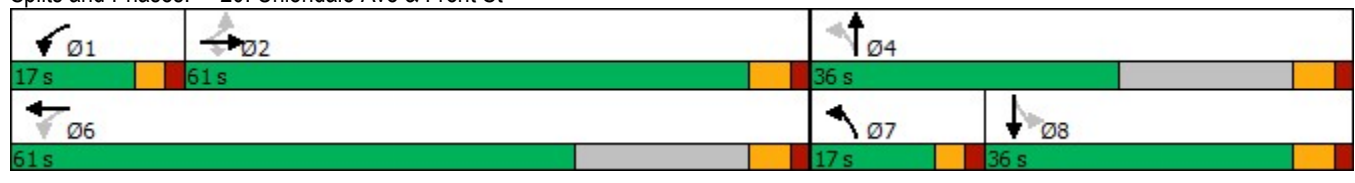
FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		28.0	28.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	2	2	2		2			4		7	7	
Act Effct Green (s)	30.0	30.0	30.0	45.9	44.9		43.4	42.3		27.5	27.5	
Actuated g/C Ratio	0.30	0.30	0.30	0.46	0.45		0.44	0.42		0.28	0.28	
v/c Ratio	0.40	0.75	0.28	0.60	0.56		0.41	0.64		0.19	0.79	
Control Delay	33.3	40.8	29.0	24.6	23.1		23.6	27.7		34.2	47.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.3	40.8	29.0	24.6	23.1		23.6	27.7		34.2	47.7	
LOS	C	D	C	C	C		C	C		C	D	
Approach Delay		37.3			23.6			26.8			46.3	
Approach LOS		D			C			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 99.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 32.5
 Intersection Capacity Utilization 87.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 20: Uniondale Ave & Front St



Lanes, Volumes, Timings
21: California Ave & Front St

FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	603	18	22	538	23	22	32	14	47	43	25
Future Volume (vph)	25	603	18	22	538	23	22	32	14	47	43	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.996			0.994			0.972			0.971	
Flt Protected	0.950			0.950				0.984			0.980	
Satd. Flow (prot)	1685	1748	0	1685	1744	0	0	1923	0	0	2023	0
Flt Permitted	0.385			0.343				0.885			0.833	
Satd. Flow (perm)	681	1748	0	606	1744	0	0	1728	0	0	1708	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	6		11	11		6	2		8	8		2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	2%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	27	648	19	24	578	25	24	34	15	51	46	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	667	0	24	603	0	0	73	0	0	124	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
21: California Ave & Front St

FB NB Friday Evening peak hour
05/23/2024

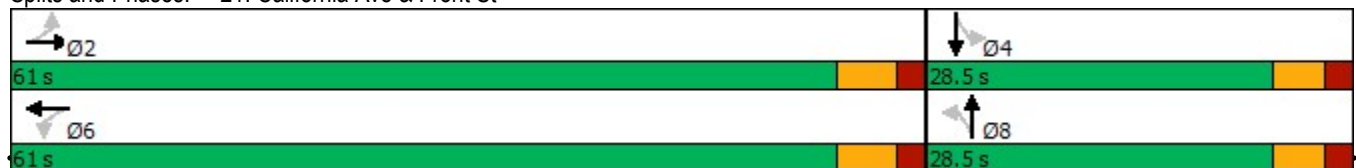
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		15.5	15.5		15.5	15.5	
Total Split (s)	61.0	61.0		61.0	61.0		28.5	28.5		28.5	28.5	
Total Split (%)	68.2%	68.2%		68.2%	68.2%		31.8%	31.8%		31.8%	31.8%	
Maximum Green (s)	55.0	55.0		55.0	55.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)							4	4		2	2	
Act Effct Green (s)	40.3	40.3		40.3	40.3			11.9			11.9	
Actuated g/C Ratio	0.68	0.68		0.68	0.68			0.20			0.20	
v/c Ratio	0.06	0.56		0.06	0.51			0.21			0.36	
Control Delay	5.7	9.5		5.7	8.7			23.4			25.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.7	9.5		5.7	8.7			23.4			25.5	
LOS	A	A		A	A			C			C	
Approach Delay		9.3			8.5			23.4			25.5	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 59.1
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 11.0
 Intersection Capacity Utilization 52.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 21: California Ave & Front St



Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	69	634	0	473	731	39	3	43	222	0	29	281
Future Volume (vph)	69	634	0	473	731	39	3	43	222	0	29	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.98			0.99	1.00			1.00				1.00
Frt					0.992							0.972
Flt Protected	0.950			0.950				0.950				0.996
Satd. Flow (prot)	1770	3406	0	1787	3499	0	0	1805	1881	0	0	3457
Flt Permitted	0.331			0.236				0.348				0.799
Satd. Flow (perm)	603	3406	0	439	3499	0	0	659	1881	0	0	2772
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	50		32	32		50		5		3	3	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	6%	0%	1%	2%	0%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	77	704	0	526	812	43	3	48	247	0	32	312
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	704	0	526	855	0	0	51	247	0	0	423
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		20	20	30		20	6
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	71
Future Volume (vph)	71
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	5
Confl. Bikes (#/hr)	3
Peak Hour Factor	0.90
Heavy Vehicles (%)	0%
Adj. Flow (vph)	79
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

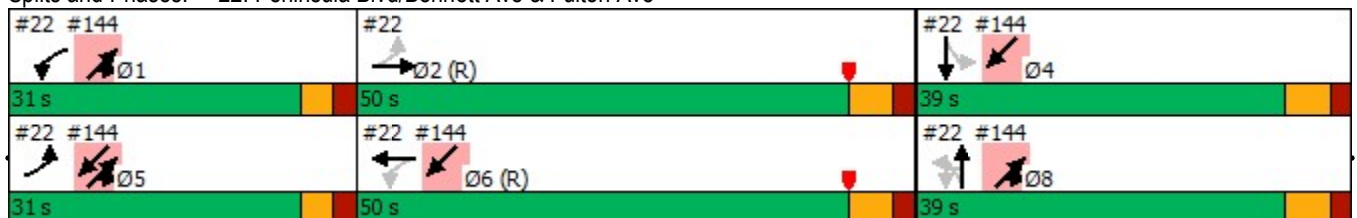
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	19.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	25.0		8.0	26.0		32.0	32.0	32.0		14.0	14.0
Total Split (s)	31.0	50.0		31.0	50.0		39.0	39.0	39.0		39.0	39.0
Total Split (%)	25.8%	41.7%		25.8%	41.7%		32.5%	32.5%	32.5%		32.5%	32.5%
Maximum Green (s)	26.0	44.0		26.0	44.0		33.0	33.0	33.0		33.0	33.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		2					11	11	11			
Act Effct Green (s)	60.4	43.8		84.8	63.2			24.2	24.2			24.2
Actuated g/C Ratio	0.50	0.36		0.71	0.53			0.20	0.20			0.20
v/c Ratio	0.17	0.57		0.75	0.46			0.39	0.65			0.76
Control Delay	4.7	15.5		21.6	20.8			40.6	43.4			53.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	1.5			0.0
Total Delay	4.7	15.5		21.6	20.8			40.6	44.9			53.7
LOS	A	B		C	C			D	D			D
Approach Delay		14.4			21.1				44.1			53.7
Approach LOS		B			C				D			D

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 26.4
 Intersection Capacity Utilization 90.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Intersection Summary

Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	578	47	131	589	99	73	595	91	104	749	83
Future Volume (vph)	104	578	47	131	589	99	73	595	91	104	749	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97	0.99		0.97	0.98		0.99	0.99		0.98	0.99	
Frt		0.989			0.978			0.980			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3354	0	1805	3416	0	1805	3460	0	1703	3492	0
Flt Permitted	0.151			0.179			0.207			0.248		
Satd. Flow (perm)	275	3354	0	330	3416	0	388	3460	0	437	3492	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			16			14			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	101		79	79		101	63		56	56		63
Confl. Bikes (#/hr)			3						1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	6%	0%	0%	1%	3%	0%	1%	2%	6%	1%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	112	622	51	141	633	106	78	640	98	112	805	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	673	0	141	739	0	78	738	0	112	894	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

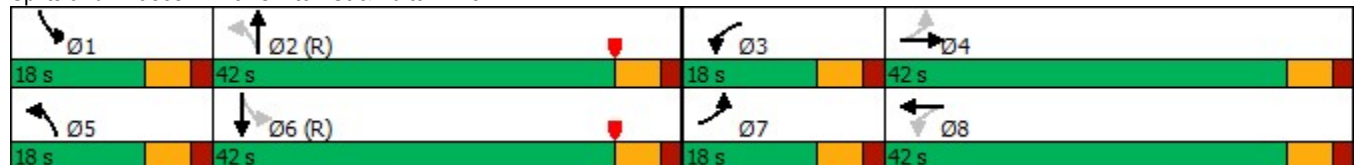
FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	18.0	42.0		18.0	42.0		18.0	42.0		18.0	42.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	12.0	36.0		12.0	36.0		12.0	36.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		21			19			26			34	
Act Effct Green (s)	39.2	29.9		40.9	30.8		54.5	47.3		58.5	50.9	
Actuated g/C Ratio	0.33	0.25		0.34	0.26		0.45	0.39		0.49	0.42	
v/c Ratio	0.54	0.80		0.60	0.83		0.30	0.54		0.37	0.60	
Control Delay	33.1	49.2		49.2	50.5		20.0	31.0		20.4	31.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.1	49.2		49.2	50.5		20.0	31.0		20.4	31.0	
LOS	C	D		D	D		B	C		C	C	
Approach Delay		46.9			50.3			29.9			29.8	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 38.8
 Intersection Capacity Utilization 79.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 23: Clinton St & Fulton Ave



Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	486	122	50	471	80	82	552	94	102	784	162
Future Volume (vph)	158	486	122	50	471	80	82	552	94	102	784	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98		0.92		0.99		1.00	0.99		0.97	0.99	
Frt			0.850		0.980			0.978			0.974	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1504	3505	1583	0	3354	0	1577	3347	0	1593	3300	0
Flt Permitted	0.209				0.852		0.128			0.396		
Satd. Flow (perm)	325	3505	1463	0	2862	0	212	3347	0	647	3300	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	37		53	53		37	18		52	52		18
Confl. Bikes (#/hr)						1			2			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	20%	3%	2%	0%	1%	0%	3%	1%	0%	2%	1%	9%
Parking (#/hr)						0						
Adj. Flow (vph)	165	506	127	52	491	83	85	575	98	106	817	169
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	506	127	0	626	0	85	673	0	106	986	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

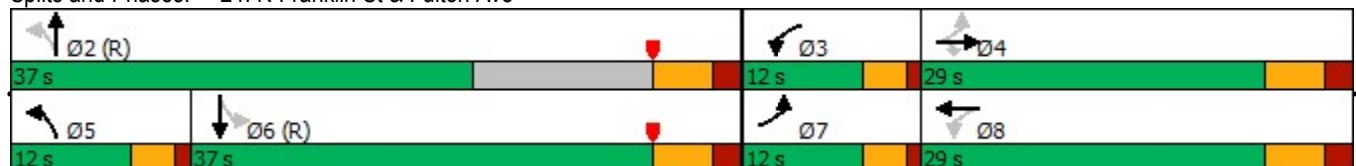
FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		6	6		17			18		12		12
Act Effct Green (s)	37.3	35.3	35.3		22.4		44.7	42.7		34.2		34.2
Actuated g/C Ratio	0.41	0.39	0.39		0.25		0.50	0.47		0.38		0.38
v/c Ratio	0.66	0.37	0.22		0.88		0.43	0.42		0.43		0.79
Control Delay	32.2	20.2	19.2		47.5		19.5	16.8		29.9		31.7
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	32.2	20.2	19.2		47.5		19.5	16.8		29.9		31.7
LOS	C	C	B		D		B	B		C		C
Approach Delay		22.5			47.5			17.2				31.6
Approach LOS		C			D			B				C

Intersection Summary




















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 29.1
 Intersection Capacity Utilization 86.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 24: N Franklin St & Fulton Ave



Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave

FB NB Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	470	58	4	346	706	203	0	434	244	170	664
Future Volume (vph)	0	470	58	4	346	706	203	0	434	244	170	664
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.96		0.99		0.99	0.99
Frt		0.984					0.850		0.946			0.989
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3396	0	0	1728	3610	1830	0	3090	0	1608	3164
Flt Permitted					0.950						0.213	
Satd. Flow (perm)	0	3396	0	0	1722	3610	1761	0	3090	0	358	3164
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		14					114		122			12
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	22		6		6		22	65		25	25	
Confl. Bikes (#/hr)							2					
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	2%	1%	1%	1%
Adj. Flow (vph)	0	490	60	4	360	735	211	0	452	254	177	692
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	550	0	0	364	735	211	0	706	0	177	745
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	51
Future Volume (vph)	51
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	65
Confl. Bikes (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	53
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave

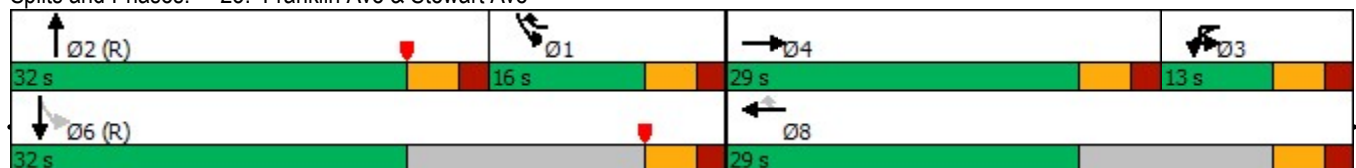
FB NB Friday Evening peak hour
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Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		22				8			2			7
Act Effct Green (s)		20.0			18.9	44.4	51.5		22.0		34.6	34.6
Actuated g/C Ratio		0.22			0.21	0.49	0.57		0.24		0.38	0.38
v/c Ratio		0.72			1.01	0.41	0.20		0.83		0.75	0.61
Control Delay		36.8			89.2	16.1	4.1		35.8		50.2	23.8
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		36.8			89.2	16.1	4.1		35.8		50.2	23.8
LOS		D			F	B	A		D		D	C
Approach Delay		36.8				34.5			35.8			28.9
Approach LOS		D				C			D			C

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 55 (61%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 33.6
 Intersection Capacity Utilization 83.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 25: Franklin Ave & Stewart Ave



Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS

Intersection Summary

Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	836	269	239	849	174	182	374	124	149	339	60
Future Volume (vph)	114	836	269	239	849	174	182	374	124	149	339	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.99			0.98	1.00	1.00		1.00	1.00	
Frt			0.850			0.850		0.963			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1631	3388	1516	1685	3455	1546	1662	3336	0	1589	3361	0
Flt Permitted	0.278			0.160			0.290			0.219		
Satd. Flow (perm)	477	3388	1495	284	3455	1514	506	3336	0	365	3361	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								32			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	4		1	1		4	5		6	6		5
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	3%	3%	0%	1%	1%	5%	0%	1%	6%	1%	2%
Parking (#/hr)												0
Adj. Flow (vph)	119	871	280	249	884	181	190	390	129	155	353	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	871	280	249	884	181	190	519	0	155	416	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							

Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

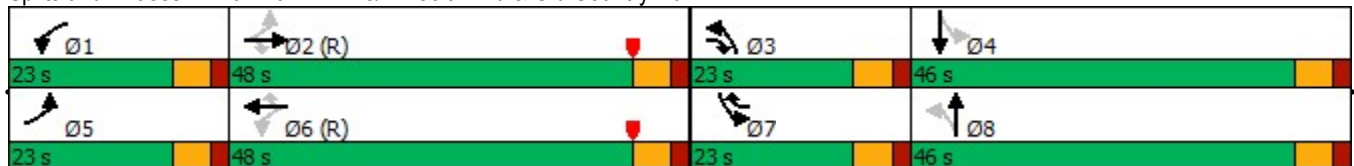
FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0	
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%	
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)	1.0				1.0				7.0			
Flash Dont Walk (s)	20.0				20.0				25.0			
Pedestrian Calls (#/hr)	2				2				0			
Act Effct Green (s)	62.8	52.7	68.2	81.6	65.6	79.8	41.7	26.2		39.1	24.9	
Actuated g/C Ratio	0.45	0.38	0.49	0.58	0.47	0.57	0.30	0.19		0.28	0.18	
v/c Ratio	0.40	0.68	0.38	0.63	0.55	0.21	0.68	0.80		0.69	0.68	
Control Delay	20.6	41.7	22.5	25.6	30.2	14.4	47.1	60.5		49.5	57.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.6	41.7	22.5	25.6	30.2	14.4	47.1	60.5		49.5	57.4	
LOS	C	D	C	C	C	B	D	E		D	E	
Approach Delay	35.5				27.2				56.9			
Approach LOS	D				C				E			

Intersection Summary

































Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 34 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 39.5
 Intersection Capacity Utilization 81.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd



Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

FB NB Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 	  		 	  			 			 	 
Traffic Volume (vph)	198	1485	55	305	1570	490	59	307	276	4	520	411
Future Volume (vph)	198	1485	55	305	1570	490	59	307	276	4	520	411
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235		300	
Storage Lanes	1		1	2		1	1		1		2	
Taper Length (ft)	85			110			130				75	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.95	0.97	0.95
Ped Bike Factor	1.00		0.99	1.00		0.98	1.00		0.99		1.00	
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	3467	5136	1429	3502	6471	1599	1805	3471	1615	0	3368	3312
Flt Permitted	0.950			0.950			0.950				0.950	
Satd. Flow (perm)	3465	5136	1410	3500	6471	1569	1803	3471	1592	0	3363	3312
Right Turn on Red			Yes			No			Yes			
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30				30
Link Distance (ft)		566			700			662				581
Travel Time (s)		12.9			11.9			15.0				13.2
Confl. Peds. (#/hr)	5		4	4		5	2		2		2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	13%	0%	1%	1%	0%	4%	0%	0%	4%	9%
Adj. Flow (vph)	213	1597	59	328	1688	527	63	330	297	4	559	442
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	1597	59	328	1688	527	63	330	297	0	563	442
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1	1	2	1	1	2	1	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

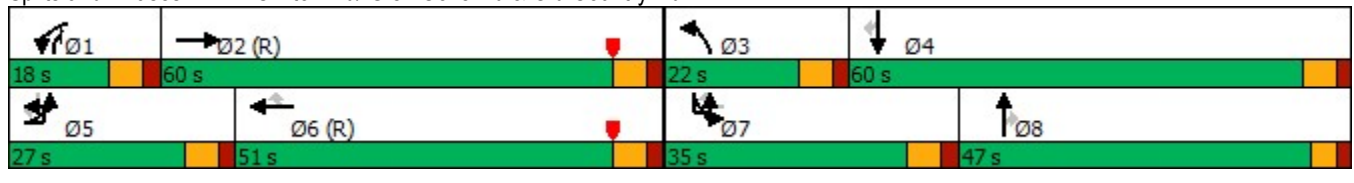
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	257
Future Volume (vph)	257
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1592
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Peak Hour Factor	0.93
Heavy Vehicles (%)	0%
Adj. Flow (vph)	276
Shared Lane Traffic (%)	
Lane Group Flow (vph)	276
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	Prot	NA
Protected Phases	5	2		1	6		3	8	1	7	7	4
Permitted Phases			Free			6 7			8			
Detector Phase	5	2		1	6	6 7	3	8	1	7	7	4
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		5.0	5.0	3.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0		9.0	26.0		11.0	16.0	9.0	11.0	11.0	16.0
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	35.0	60.0
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	21.9%	37.5%
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	29.0	54.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	2.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)	5.0	7.0			7.0			7.0				7.0
Flash Dont Walk (s)	7.0	28.0			28.0			33.0				33.0
Pedestrian Calls (#/hr)	0	1			1			1				2
Act Effct Green (s)	14.2	61.6	160.0	23.4	70.8	105.4	10.0	23.5	45.9		28.5	43.4
Actuated g/C Ratio	0.09	0.38	1.00	0.15	0.44	0.66	0.06	0.15	0.29		0.18	0.27
v/c Ratio	0.70	0.81	0.04	0.64	0.59	0.51	0.56	0.65	0.53		0.94	0.49
Control Delay	82.7	48.1	0.1	88.9	21.1	10.2	91.0	69.5	24.9		88.5	51.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0		0.0	0.0
Total Delay	82.7	48.1	0.1	88.9	21.1	10.9	91.0	69.5	24.9		88.5	51.0
LOS	F	D	A	F	C	B	F	E	C		F	D
Approach Delay		50.5			27.7			52.3				64.5
Approach LOS		D			C			D				E

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 44.4
 Intersection Capacity Utilization 82.1%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lane Group	SBR
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	63.5
Actuated g/C Ratio	0.40
v/c Ratio	0.44
Control Delay	37.0
Queue Delay	0.0
Total Delay	37.0
LOS	D
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	1105	206	175	958	73	189	165	156	116	160	67
Future Volume (vph)	67	1105	206	175	958	73	189	165	156	116	160	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00							
Frt			0.850		0.989				0.850		0.971	
Flt Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1805	5036	1615	1752	5070	0	3502	1863	1615	0	3387	0
Flt Permitted	0.215			0.135			0.950				0.983	
Satd. Flow (perm)	407	5036	1615	249	5070	0	3502	1863	1615	0	3387	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			195		8				83			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	11					11						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	0%	3%	1%	0%	0%	2%	0%	1%	3%	0%
Adj. Flow (vph)	74	1214	226	192	1053	80	208	181	171	127	176	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	1214	226	192	1133	0	208	181	171	0	377	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

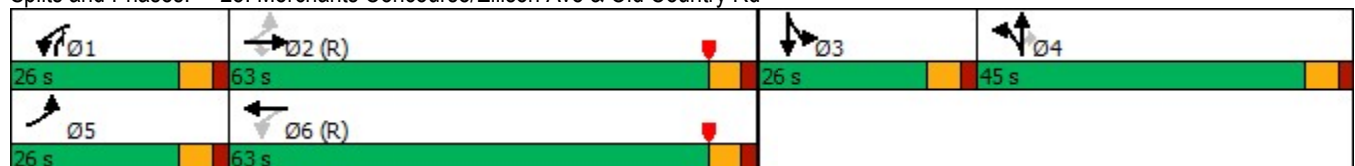
FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	78.7	70.3	70.3	95.5	81.0		22.0	22.0	47.1		24.6	
Actuated g/C Ratio	0.49	0.44	0.44	0.60	0.51		0.14	0.14	0.29		0.15	
v/c Ratio	0.27	0.55	0.28	0.59	0.44		0.43	0.71	0.32		0.72	
Control Delay	19.4	36.4	7.7	25.0	27.0		65.1	80.5	21.7		72.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	19.4	36.4	7.7	25.0	27.0		65.1	80.5	21.7		72.7	
LOS	B	D	A	C	C		E	F	C		E	
Approach Delay		31.3			26.7			56.8			72.7	
Approach LOS		C			C			E			E	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 69 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 37.6
 Intersection Capacity Utilization 69.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd



Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	985	150	449	867	34	128	325	635	115	361	198
Future Volume (vph)	150	985	150	449	867	34	128	325	635	115	361	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor							0.99					0.98
Frt		0.980			0.994			0.926	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4981	0	3400	3554	0	1787	3124	1441	1787	3471	1583
Flt Permitted	0.950			0.950			0.382			0.134		
Satd. Flow (perm)	1770	4981	0	3400	3554	0	714	3124	1441	252	3471	1546
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					3			172	89			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)							10					10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	1%	9%	3%	1%	0%	1%	3%	2%	1%	4%	2%
Adj. Flow (vph)	161	1059	161	483	932	37	138	349	683	124	388	213
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	161	1220	0	483	969	0	138	691	341	124	388	213
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

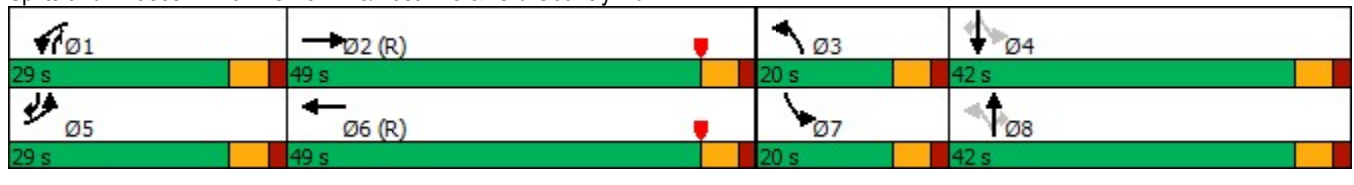
FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		3			0						0	
Act Effct Green (s)	17.0	51.5		23.1	57.7		41.3	29.8	58.9	41.4	29.8	46.8
Actuated g/C Ratio	0.12	0.37		0.16	0.41		0.30	0.21	0.42	0.30	0.21	0.33
v/c Ratio	0.75	0.67		0.86	0.66		0.46	0.86	0.52	0.62	0.53	0.41
Control Delay	80.1	40.9		72.4	38.1		37.0	51.2	23.6	45.0	50.8	32.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.1	40.9		72.4	38.1		37.0	51.2	23.6	45.0	50.8	32.5
LOS	F	D		E	D		D	D	C	D	D	C
Approach Delay		45.4			49.5			41.5			44.4	
Approach LOS		D			D			D			D	

Intersection Summary




























Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 45.6
 Intersection Capacity Utilization 77.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd



Lanes, Volumes, Timings
30: Merrick Ave & Stewart Ave/Park Blvd

FB NB Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (vph)	410	229	120	5	167	166	96	492	8	175	584	312
Future Volume (vph)	410	229	120	5	167	166	96	492	8	175	584	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt			0.850		0.925			0.998			0.989	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3574	1599	1805	3323	0	1787	3533	0	1728	3286	1353
Flt Permitted	0.950			0.950			0.209			0.259		
Satd. Flow (perm)	3433	3574	1599	1805	3323	0	393	3533	0	471	3286	1353
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			136									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	1%	1%	0%	1%	0%	1%	2%	0%	1%	4%	5%
Adj. Flow (vph)	466	260	136	6	190	189	109	559	9	199	664	355
Shared Lane Traffic (%)												14%
Lane Group Flow (vph)	466	260	136	6	379	0	109	568	0	199	714	305
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov

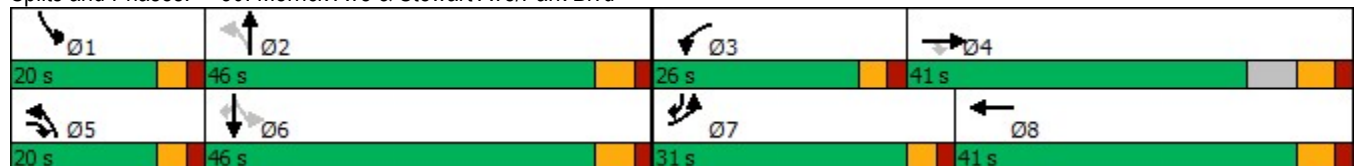
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	20.1	41.0	56.2	5.1	17.5		36.4	26.4		42.1	29.3	55.6
Actuated g/C Ratio	0.20	0.42	0.57	0.05	0.18		0.37	0.27		0.43	0.30	0.56
v/c Ratio	0.67	0.17	0.14	0.06	0.64		0.40	0.60		0.57	0.73	0.40
Control Delay	43.0	20.4	2.8	54.8	45.0		22.2	35.5		24.7	37.2	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	43.0	20.4	2.8	54.8	45.0		22.2	35.5		24.7	37.2	14.4
LOS	D	C	A	D	D		C	D		C	D	B
Approach Delay		29.8			45.2			33.3			29.4	
Approach LOS		C			D			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 98.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 32.3
 Intersection Capacity Utilization 64.8%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd



Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	526	32	20	328	100	54	59	24	384	75	743
Future Volume (vph)	266	526	32	20	328	100	54	59	24	384	75	743
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor	1.00				1.00							
Frt		0.991			0.965				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.965	
Satd. Flow (prot)	1787	6321	0	1626	4806	0	1703	1827	1553	1643	3309	2787
Flt Permitted	0.408			0.391			0.950			0.950	0.965	
Satd. Flow (perm)	767	6321	0	669	4806	0	1703	1827	1553	1643	3309	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			54				70			775
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	2%	10%	11%	5%	0%	6%	4%	4%	0%	3%	2%
Adj. Flow (vph)	296	584	36	22	364	111	60	66	27	427	83	826
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	296	620	0	22	475	0	60	66	27	213	297	826
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

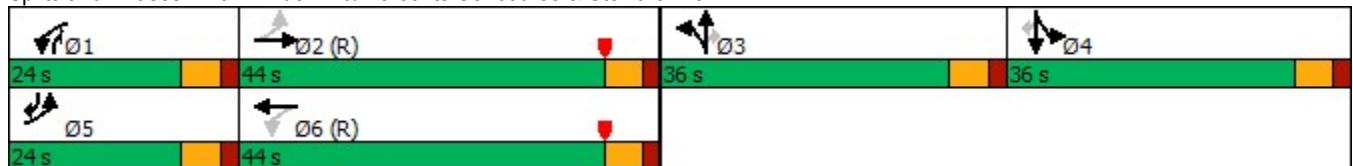
FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	86.0	76.8		64.7	59.4		11.5	11.5	16.9	24.5	24.5	51.1
Actuated g/C Ratio	0.61	0.55		0.46	0.42		0.08	0.08	0.12	0.18	0.18	0.36
v/c Ratio	0.48	0.18		0.06	0.23		0.43	0.44	0.11	0.74	0.51	0.55
Control Delay	16.7	17.5		16.3	25.7		69.9	69.7	0.9	69.8	54.7	3.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	17.5		16.3	25.7		69.9	69.7	0.9	69.8	54.7	3.8
LOS	B	B		B	C		E	E	A	E	D	A
Approach Delay		17.2			25.3			57.6			25.6	
Approach LOS		B			C			E			C	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 24.6
 Intersection Capacity Utilization 81.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	84	583	141	260	750	90	2	175	304	220	8	131
Future Volume (vph)	84	583	141	260	750	90	2	175	304	220	8	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		0.99		1.00
Frt		0.971			0.984					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	4906	0	3273	5038	0	0	1753	3574	2733	0	1739
Flt Permitted	0.950			0.950				0.366				0.460
Satd. Flow (perm)	1802	4906	0	3265	5038	0	0	674	3574	2694	0	841
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		40			15					250		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	3		2	2		3		3		2		2
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	4%	7%	1%	2%	0%	3%	1%	4%	0%	4%
Adj. Flow (vph)	95	663	160	295	852	102	2	199	345	250	9	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	823	0	295	954	0	0	201	345	250	0	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Perm	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6			3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		8	3	8	1	7	7

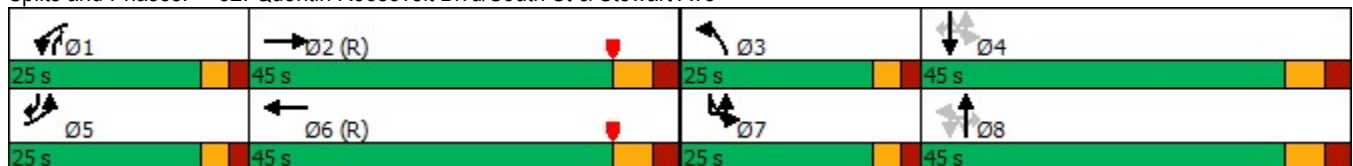
	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	297	74
Future Volume (vph)	297	74
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3406	1599
Flt Permitted		
Satd. Flow (perm)	3406	1574
Right Turn on Red		Yes
Satd. Flow (RTOR)		84
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		3
Confl. Bikes (#/hr)		3
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	6%	1%
Adj. Flow (vph)	338	84
Shared Lane Traffic (%)		
Lane Group Flow (vph)	338	84
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	32.0		5.0	32.0		12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		19.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		45.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		32.1%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		38.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0		7.0			
Flash Dont Walk (s)							30.0		30.0			
Pedestrian Calls (#/hr)							1		1			
Act Effct Green (s)	12.7	58.6		17.5	63.5			44.2	24.9	44.4		39.5
Actuated g/C Ratio	0.09	0.42		0.12	0.45			0.32	0.18	0.32		0.28
v/c Ratio	0.58	0.40		0.72	0.42			0.58	0.54	0.24		0.47
Control Delay	74.7	29.7		69.0	28.3			40.5	54.8	3.2		37.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	74.7	29.7		69.0	28.3			40.5	54.8	3.2		37.3
LOS	E	C		E	C			D	D	A		D
Approach Delay		34.4			37.9				35.0			
Approach LOS		C			D				C			

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 37.5
 Intersection Capacity Utilization 73.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



	↓	↙
Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	22.5	37.2
Actuated g/C Ratio	0.16	0.27
v/c Ratio	0.62	0.17
Control Delay	58.8	6.0
Queue Delay	0.0	0.0
Total Delay	58.8	6.0
LOS	E	A
Approach Delay	45.3	
Approach LOS	D	
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	136	813	22	1	344	1019	59	16	351	292	50	526
Future Volume (vph)	136	813	22	1	344	1019	59	16	351	292	50	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0		300		0	0		0	0	
Storage Lanes	1		0		1		0	0		0	0	
Taper Length (ft)	40				40			0			0	
Lane Util. Factor	1.00	0.91	0.91	0.95	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00				1.00			1.00
Frt		0.996				0.992			0.934			0.967
Flt Protected	0.950				0.950				0.999			0.997
Satd. Flow (prot)	1805	5115	0	0	3467	3568	0	0	3304	0	0	3242
Flt Permitted	0.950				0.950				0.810			0.678
Satd. Flow (perm)	1805	5115	0	0	3460	3568	0	0	2679	0	0	2204
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		30				30			20			20
Link Distance (ft)		529				566			958			393
Travel Time (s)		12.0				12.9			32.7			13.4
Confl. Peds. (#/hr)			2		2			1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	7%	0%	2%	2%	6%	9%
Adj. Flow (vph)	153	913	25	1	387	1145	66	18	394	328	56	591
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	938	0	0	388	1211	0	0	740	0	0	826
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		80				40			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		52				16			28			36
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2		1	1	2		1	2		1	2
Detector Template		Thru		Left		Thru		Left	Thru		Left	Thru
Leading Detector (ft)	56	100		20	30	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	30	6		20	30	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)	36	94				94			94			94
Detector 2 Size(ft)	20	6				6			6			6
Detector 2 Type	Cl+Ex	Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0				0.0			0.0			0.0

Lane Group	SBR	Ø3
Lane Configurations		
Traffic Volume (vph)	159	
Future Volume (vph)	159	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.89	
Heavy Vehicles (%)	1%	
Adj. Flow (vph)	179	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

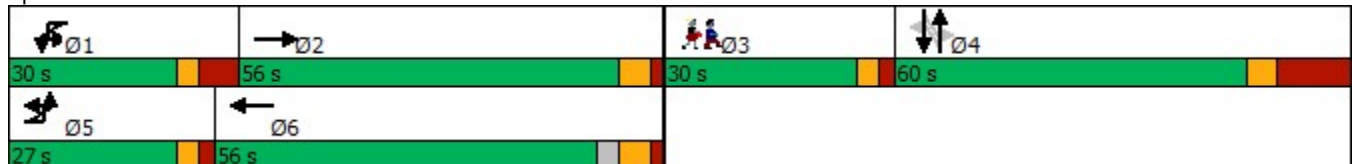
FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Perm	NA
Protected Phases	5	2		1	1	6			4			4
Permitted Phases								4			4	
Detector Phase	5	2		1	1	6		4	4		4	4
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	10.0	16.0		16.0	16.0		16.0	16.0
Minimum Split (s)	10.0	22.0		18.0	18.0	22.0		29.9	29.9		29.9	29.9
Total Split (s)	27.0	56.0		30.0	30.0	56.0		60.0	60.0		60.0	60.0
Total Split (%)	15.3%	31.8%		17.0%	17.0%	31.8%		34.1%	34.1%		34.1%	34.1%
Maximum Green (s)	22.0	50.0		22.0	22.0	50.0		46.1	46.1		46.1	46.1
Yellow Time (s)	3.0	4.0		3.0	3.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		5.0	5.0	2.0		9.9	9.9		9.9	9.9
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)	5.0	6.0			8.0	6.0			13.9			13.9
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	5.0		2.0	2.0	5.0		4.0	4.0		4.0	4.0
Recall Mode	None	None		None	None	None		None	None		None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	15.9	44.0			20.0	51.1			46.7			46.7
Actuated g/C Ratio	0.11	0.30			0.14	0.35			0.32			0.32
v/c Ratio	0.77	0.60			0.81	0.96			0.85			1.16
Control Delay	88.8	45.7			74.5	62.6			57.0			129.7
Queue Delay	0.0	0.0			0.0	0.0			0.0			0.0
Total Delay	88.8	45.7			74.5	62.6			57.0			129.7
LOS	F	D			E	E			E			F
Approach Delay		51.8				65.5			57.0			129.7
Approach LOS		D				E			E			F







Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 144.3
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 73.0
 Intersection Capacity Utilization 110.5%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service H

Splits and Phases: 33: Clinton Rd & Stewart Ave



Lane Group	SBR	Ø3
Turn Type		
Protected Phases		3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		33.0
Total Split (s)		30.0
Total Split (%)		17%
Maximum Green (s)		25.0
Yellow Time (s)		3.0
All-Red Time (s)		2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		1.0
Recall Mode		None
Walk Time (s)		10.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

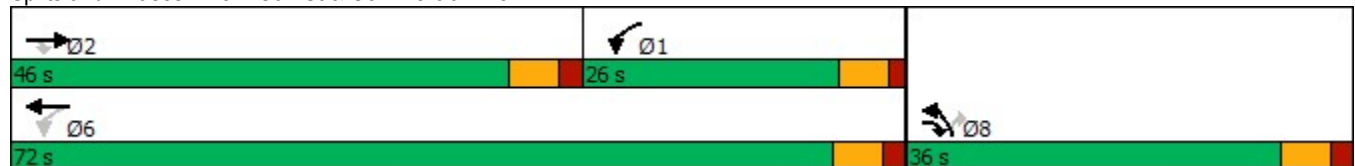
						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	109	113	286	196	95	357
Future Volume (vph)	109	113	286	196	95	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3312	1136	3213	1629	3467	2733
Flt Permitted			0.675		0.950	
Satd. Flow (perm)	3312	1136	2283	1629	3467	2733
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		127				401
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	9%	28%	9%	5%	1%	4%
Parking (#/hr)		0		0		
Adj. Flow (vph)	122	127	321	220	107	401
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	127	321	220	107	401
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm

Lane Group	→ EBT	↘ EBR	↙ WBL	← WBT	↖ NBL	↗ NBR
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	10.0	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.2	23.7	21.0	20.5	10.1	10.1
Actuated g/C Ratio	0.29	0.55	0.49	0.48	0.24	0.24
v/c Ratio	0.13	0.19	0.25	0.28	0.13	0.42
Control Delay	13.5	1.6	7.0	7.8	14.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	1.6	7.0	7.8	14.3	3.6
LOS	B	A	A	A	B	A
Approach Delay	7.4			7.4	5.9	
Approach LOS	A			A	A	

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 42.8
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 6.8
 Intersection Capacity Utilization 32.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	400	21	48	1	20	23	69	233	1	8	10	287
Future Volume (vph)	400	21	48	1	20	23	69	233	1	8	10	287
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0	130		0		185	
Storage Lanes	1		1	1		0	1		0		1	
Taper Length (ft)	85			75			75				135	
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	1.00	0.91	0.91	0.95	1.00	0.95
Ped Bike Factor							1.00					
Frt			0.850		0.919			0.999				
Flt Protected	0.950	0.957		0.950			0.950				0.950	
Satd. Flow (prot)	1610	3081	1455	902	2776	0	1805	5182	0	0	1404	3574
Flt Permitted	0.482	0.824					0.440				0.578	
Satd. Flow (perm)	817	2653	1455	950	2776	0	835	5182	0	0	854	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			72		27							
Link Speed (mph)		30			30			45				45
Link Distance (ft)		1482			343			527				602
Travel Time (s)		33.7			7.8			8.0				9.1
Confl. Peds. (#/hr)							1					
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	60%	11%	100%	26%	14%	0%	0%	0%	0%	50%	1%
Adj. Flow (vph)	465	24	56	1	23	27	80	271	1	9	12	334
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	232	257	56	1	50	0	80	272	0	0	21	334
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			30				30
Link Offset(ft)		0			0			4				-3
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1	1	2		1	2		1	1	2
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100	20	20	100		20	100		20	20	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	392
Future Volume (vph)	392
Ideal Flow (vphpl)	1900
Storage Length (ft)	265
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1482
Flt Permitted	
Satd. Flow (perm)	1462
Right Turn on Red	Yes
Satd. Flow (RTOR)	456
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.86
Heavy Vehicles (%)	9%
Adj. Flow (vph)	456
Shared Lane Traffic (%)	
Lane Group Flow (vph)	456
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

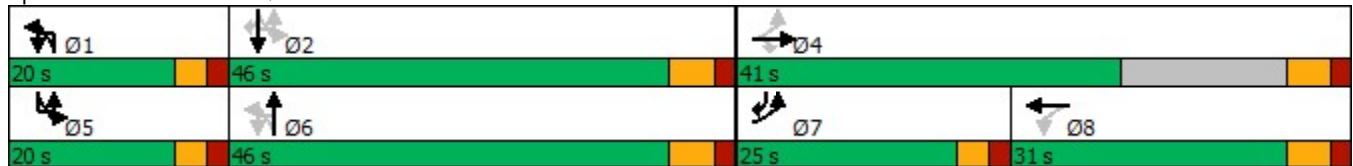
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases	7	4			8		1	6		5	5	2
Permitted Phases	4		4	8			6			2	2	
Detector Phase	7	4	4	8	8		1	6		5	5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	16.0	16.0	11.0	11.0		10.0	11.0		10.0	10.0	16.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	46.0		20.0	20.0	46.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	37.7%		16.4%	16.4%	37.7%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	40.0		15.0	15.0	40.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0		5.0	6.0			5.0	6.0
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	4.0		2.0	2.0	4.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		6.0	6.0									6.0
Flash Dont Walk (s)		20.0	20.0									20.0
Pedestrian Calls (#/hr)		0	0									0
Act Effct Green (s)	21.0	19.9	19.9	6.6	6.6		21.3	19.0			17.3	12.2
Actuated g/C Ratio	0.39	0.37	0.37	0.12	0.12		0.40	0.35			0.32	0.23
v/c Ratio	0.43	0.24	0.10	0.01	0.14		0.18	0.15			0.06	0.41
Control Delay	15.1	12.6	3.0	29.0	18.3		12.9	14.7			12.9	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	15.1	12.6	3.0	29.0	18.3		12.9	14.7			12.9	22.5
LOS	B	B	A	C	B		B	B			B	C
Approach Delay		12.7			18.6			14.3				11.0
Approach LOS		B			B			B				B

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 53.9
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 12.4
 Intersection Capacity Utilization 46.0%
 Analysis Period (min) 15




















Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



Lane Group	SBR
Turn Type	pm+ov
Protected Phases	7
Permitted Phases	2
Detector Phase	7
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	10.0
Total Split (s)	25.0
Total Split (%)	20.5%
Maximum Green (s)	20.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.5
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	28.1
Actuated g/C Ratio	0.52
v/c Ratio	0.46
Control Delay	2.6
Queue Delay	0.0
Total Delay	2.6
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	160	20	50	0	0	0	0	2	341	269
Future Volume (vph)	0	3	160	20	50	0	0	0	0	2	341	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor			0.99									0.99
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1773	1531	1925	1827	0	0	0	0	842	5036	1346
Flt Permitted				0.756						0.950		
Satd. Flow (perm)	0	1773	1511	1532	1827	0	0	0	0	842	5036	1326
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			176									296
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)	1					1	2					2
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	2%	0%	4%	0%	0%	0%	0%	100%	3%	12%
Adj. Flow (vph)	0	3	176	22	55	0	0	0	0	2	375	296
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	176	22	55	0	0	0	0	2	375	296
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0

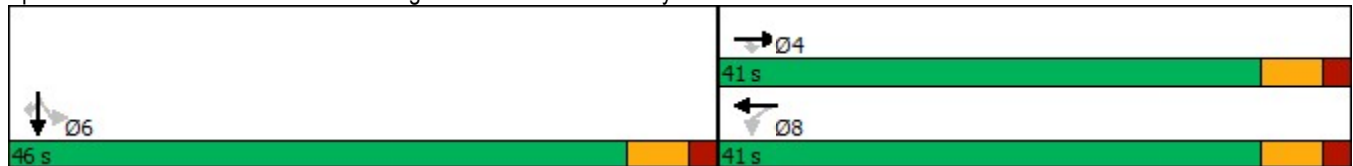
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	0	0					0	0	0
Act Effct Green (s)		10.4	10.4	10.4	10.4					26.3	26.3	26.3
Actuated g/C Ratio		0.21	0.21	0.21	0.21					0.54	0.54	0.54
v/c Ratio		0.01	0.38	0.07	0.14					0.00	0.14	0.35
Control Delay		13.3	5.5	14.2	15.1					8.0	6.8	2.8
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		13.3	5.5	14.2	15.1					8.0	6.8	2.8
LOS		B	A	B	B					A	A	A
Approach Delay		5.6			14.8						5.0	
Approach LOS		A			B						A	







Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 48.9
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.38
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 52.4%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy









						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	0	559	0	0	39	0
Future Volume (vph)	0	559	0	0	39	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3574	0	0	3502	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3574	0	0	3502	0
Link Speed (mph)		45	30		30	
Link Distance (ft)		600	253		249	
Travel Time (s)		9.1	5.8		5.7	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	2%	1%	2%	2%	0%	2%
Adj. Flow (vph)	0	766	0	0	53	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	766	0	0	53	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	R NA	Left	Right	L NA	Right
Median Width(ft)		12	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 28.7% ICU Level of Service A
 Analysis Period (min) 15











Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	598	0	0	0	0	0
Future Volume (vph)	598	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	6471	0	0	0	0	1900
Flt Permitted						
Satd. Flow (perm)	6471	0	0	0	0	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	253			189	174	
Travel Time (s)	5.8			4.3	4.0	
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	819	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	819	0	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary















Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 25.5% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	511	0	0	566
Future Volume (vph)	0	0	511	0	0	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	11	11
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	5085	1710	0	4964
Flt Permitted						
Satd. Flow (perm)	0	1900	5085	1710	0	4964
Link Speed (mph)	30		35			35
Link Distance (ft)	226		393			581
Travel Time (s)	5.1		7.7			11.3
Confl. Peds. (#/hr)				1	1	
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Adj. Flow (vph)	0	0	594	0	0	658
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	594	0	0	658
Enter Blocked Intersection	No	Yes	Yes	Yes	No	Yes
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		25			25
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.14	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Free			Free











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 14.3% ICU Level of Service A
 Analysis Period (min) 15

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			  			  			
Traffic Volume (veh/h)	0	0	511	0	0	566			
Future Volume (Veh/h)	0	0	511	0	0	566			
Sign Control	Yield		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86			
Hourly flow rate (vph)	0	0	594	0	0	658			
Pedestrians	1								
Lane Width (ft)	12.0								
Walking Speed (ft/s)	3.5								
Percent Blockage	0								
Right turn flare (veh)									
Median type			Raised			Raised			
Median storage (veh)			1			1			
Upstream signal (ft)			393			581			
pX, platoon unblocked	0.99	0.99			0.99				
vC, conflicting volume	814	199			595				
vC1, stage 1 conf vol	595								
vC2, stage 2 conf vol	219								
vCu, unblocked vol	768	144			545				
tC, single (s)	6.8	6.9			4.1				
tC, 2 stage (s)	5.8								
tF (s)	3.5	3.3			2.2				
p0 queue free %	100	100			100				
cM capacity (veh/h)	438	871			1020				
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	0	198	198	198	0	219	219	219	
Volume Left	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.12	0.12	0.12	0.00	0.13	0.13	0.13	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A								
Approach Delay (s)	0.0	0.0				0.0			
Approach LOS	A								
Intersection Summary									
Average Delay			0.0						
Intersection Capacity Utilization			14.3%		ICU Level of Service			A	
Analysis Period (min)			15						

Lanes, Volumes, Timings
 40: Hempstead Tpke & Meadowbrook Pkwy SB Off Ramp

FB NB Friday Evening peak hour
 05/23/2024

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑↑	↑		↑↑↑					↑
Traffic Volume (vph)	0	884	268	0	1108	0	0	0	0	514
Future Volume (vph)	0	884	268	0	1108	0	0	0	0	514
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		140	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	0			0			0		0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	4916	1561	0	5136	0	0	0	0	1644
Flt Permitted										
Satd. Flow (perm)	0	4916	1561	0	5136	0	0	0	0	1644
Link Speed (mph)		50			50		30		30	
Link Distance (ft)		294			391		419		491	
Travel Time (s)		4.0			5.3		9.5		11.2	
Confl. Peds. (#/hr)	4					4				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	961	291	0	1204	0	0	0	0	559
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	961	291	0	1204	0	0	0	0	559
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	R NA
Median Width(ft)		25			25		0		0	
Link Offset(ft)		0			0		0		11	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		50	15		9	15	9	15	50
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 73.7%
 Analysis Period (min) 15
 ICU Level of Service D

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (vph)	0	1322	0	0	1235	0	0	0	399	0	0	276
Future Volume (vph)	0	1322	0	0	1235	0	0	0	399	0	0	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		140
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt									0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	5187	0	0	5136	0	0	0	1863	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	5187	0	0	5136	0	0	0	1863	0	0	1644
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		204			435			301			361	
Travel Time (s)		2.8			5.9			6.8			8.2	
Confl. Peds. (#/hr)			4	4								
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1485	0	0	1388	0	0	0	448	0	0	300
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1485	0	0	1388	0	0	0	448	0	0	300
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Left	R NA	Left	Left	R NA
Median Width(ft)		6			6			0			0	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 56.9%
 Analysis Period (min) 15
 ICU Level of Service B







HCM Unsignalized Intersection Capacity Analysis

FB NB Friday Evening peak hour

41: Meadowbrook Pkwy NB Off Ramp/Meadowbrook Pkwy NB Off Ramp & Hempstead Tpke

05/23/2024









Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (veh/h)	0	1322	0	0	1235	0	0	0	399	0	0	276
Future Volume (Veh/h)	0	1322	0	0	1235	0	0	0	399	0	0	276
Sign Control		Free			Free			Stop			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.92	0.92	0.92
Hourly flow rate (vph)	0	1485	0	0	1388	0	0	0	448	0	0	300
Pedestrians								4				
Lane Width (ft)								16.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								1				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					654							
pX, platoon unblocked	0.83						0.83	0.83		0.83	0.83	0.83
vC, conflicting volume	1388			1489			2252	2877	499	2331	2877	463
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	760			1489			1798	2550	499	1894	2550	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	14	100	100	67
cM capacity (veh/h)	716			455			28	22	520	5	22	908
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NE 1	SW 1				
Volume Total	495	495	495	463	463	463	448	300				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	0	0	0	0	448	300				
cSH	1700	1700	1700	1700	1700	1700	520	908				
Volume to Capacity	0.29	0.29	0.29	0.27	0.27	0.27	0.86	0.33				
Queue Length 95th (ft)	0	0	0	0	0	0	231	36				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	41.3	10.9				
Lane LOS							E	B				
Approach Delay (s)	0.0			0.0			41.3	10.9				
Approach LOS							E	B				
Intersection Summary												
Average Delay			6.0									
Intersection Capacity Utilization			56.9%		ICU Level of Service				B			
Analysis Period (min)			15									

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	884	0	0	1108	0	807
Future Volume (vph)	884	0	0	1108	0	807
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	16
Storage Length (ft)		0	0		0	140
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	4964	0	0	4964	0	1863
Flt Permitted						
Satd. Flow (perm)	4964	0	0	4964	0	1863
Link Speed (mph)	50			50	30	
Link Distance (ft)	391			133	260	
Travel Time (s)	5.3			1.8	5.9	
Confl. Peds. (#/hr)					4	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	971	0	0	1218	0	887
Shared Lane Traffic (%)						
Lane Group Flow (vph)	971	0	0	1218	0	887
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	11	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 73.7% ICU Level of Service D
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.









						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1322	369	0	1511	0	0
Future Volume (vph)	1322	369	0	1511	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	0.86	1.00	1.00
Frt	0.967					
Flt Protected						
Satd. Flow (prot)	4849	0	0	6471	0	0
Flt Permitted						
Satd. Flow (perm)	4849	0	0	6471	0	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	225			204	220	
Travel Time (s)	3.1			2.8	5.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	1%	2%	2%
Adj. Flow (vph)	1422	397	0	1625	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1819	0	0	1625	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	6			6	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 37.1% ICU Level of Service A
 Analysis Period (min) 15















HCM Unsignalized Intersection Capacity Analysis
 43: Meadowbrook Pkwy NB On Ramp & Hempstead Tpke

FB NB Friday Evening peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Traffic Volume (veh/h)	1322	369	0	1511	0	0	
Future Volume (Veh/h)	1322	369	0	1511	0	0	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.92	0.92	
Hourly flow rate (vph)	1422	397	0	1625	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	858						
pX, platoon unblocked							
vC, conflicting volume				1819	2027	672	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol				1819	2027	672	
tC, single (s)				4.1	6.8	6.9	
tC, 2 stage (s)							
tF (s)				2.2	3.5	3.3	
p0 queue free %				100	100	100	
cM capacity (veh/h)				342	50	398	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	569	569	681	406	406	406	406
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	397	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.33	0.33	0.40	0.24	0.24	0.24	0.24
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							
Approach Delay (s)	0.0				0.0		
Approach LOS							
Intersection Summary							
Average Delay				0.0			
Intersection Capacity Utilization				37.1%	ICU Level of Service	A	
Analysis Period (min)				15			

Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

FB NB Friday Evening peak hour
 05/23/2024

								
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR
Lane Configurations								
Traffic Volume (vph)	1611	96	75	449	1495	440	10	0
Future Volume (vph)	1611	96	75	449	1495	440	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	12
Storage Length (ft)		55		150		205		0
Storage Lanes		1		2		1		1
Taper Length (ft)				85				
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.88	1.00	1.00
Ped Bike Factor		0.96		1.00				
Frt		0.850				0.850		
Flt Protected				0.950				
Satd. Flow (prot)	4964	1554	0	3152	4964	2748	0	1900
Flt Permitted				0.950				
Satd. Flow (perm)	4964	1492	0	3146	4964	2748	0	1900
Right Turn on Red			No				No	Yes
Satd. Flow (RTOR)								
Link Speed (mph)	40				40			
Link Distance (ft)	625				576			
Travel Time (s)	10.7				9.8			
Confl. Peds. (#/hr)		9		9				3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	1714	102	80	478	1590	468	11	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1714	182	0	478	1590	479	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	R NA
Median Width(ft)	18				18			
Link Offset(ft)	0				0			
Crosswalk Width(ft)	16				16			
Two way Left Turn Lane								
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9
Number of Detectors	0	0		2	0	2		0
Detector Template								
Leading Detector (ft)	0	0		50	0	50		0
Trailing Detector (ft)	0	0		0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0		0
Detector 1 Size(ft)	0	0		20	0	20		0
Detector 1 Type				Cl+Ex		Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)				30		30		
Detector 2 Size(ft)				20		20		
Detector 2 Type				Cl+Ex		Cl+Ex		
Detector 2 Channel								

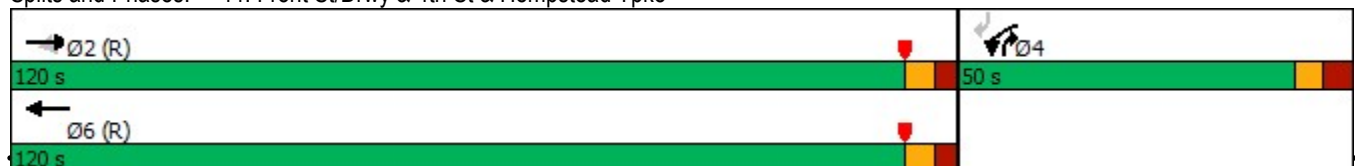
Lane Group	→	↘	↙	↖	←	↗	↘	↙
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR
Detector 2 Extend (s)				0.0		0.0		
Turn Type	NA	Perm		Prot	NA	Over		Perm
Protected Phases	2			4	6	4		
Permitted Phases		2						4
Detector Phase	2	2		4	6	4		4
Switch Phase								
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	17.0	17.6		17.6
Total Split (s)	120.0	120.0		50.0	120.0	50.0		50.0
Total Split (%)	70.6%	70.6%		29.4%	70.6%	29.4%		29.4%
Maximum Green (s)	113.0	113.0		42.4	113.0	42.4		42.4
Yellow Time (s)	4.0	4.0		3.5	4.0	3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0	4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0	7.6		7.6
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	0.2	0.2		3.0	0.2	3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max	None		None
Walk Time (s)	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0		31.0		31.0
Pedestrian Calls (#/hr)	1	1		0		0		0
Act Effct Green (s)	119.6	119.6		35.8	119.6	35.8		
Actuated g/C Ratio	0.70	0.70		0.21	0.70	0.21		
v/c Ratio	0.49	0.17		0.72	0.46	0.83		
Control Delay	12.4	9.6		63.5	7.9	76.6		
Queue Delay	0.1	0.0		0.0	0.3	0.0		
Total Delay	12.5	9.6		63.5	8.2	76.6		
LOS	B	A		E	A	E		
Approach Delay	12.3				21.0			
Approach LOS	B				C			

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 168 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 23.3
 Intersection Capacity Utilization 59.0%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke



Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	394	1621	21	14	1313	102	88	84	14	181	80	484
Future Volume (vph)	394	1621	21	14	1313	102	88	84	14	181	80	484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99	1.00		1.00	0.98	0.97
Frt		0.998			0.989			0.979			0.892	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3120	4953	0	1745	4903	0	1745	1732	0	1728	1503	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3116	4953	0	1742	4903	0	1728	1732	0	1721	1503	1429
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	4		7	7		4	11		3	3		11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	0%	0%	1%	3%	1%
Adj. Flow (vph)	428	1762	23	15	1427	111	96	91	15	197	87	526
Shared Lane Traffic (%)												43%
Lane Group Flow (vph)	428	1785	0	15	1538	0	96	106	0	197	313	300
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

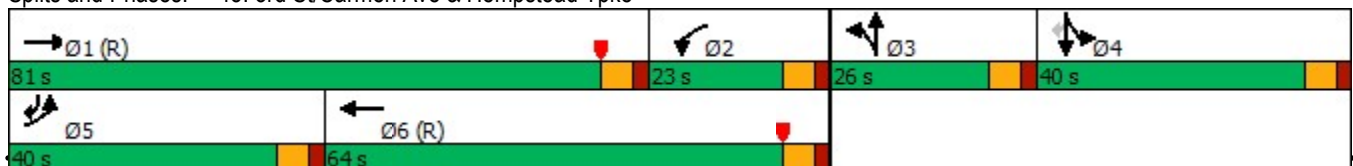
FB NB Friday Evening peak hour
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	26.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	40.0	81.0		23.0	64.0		26.0	26.0		40.0	40.0	40.0
Total Split (%)	23.5%	47.6%		13.5%	37.6%		15.3%	15.3%		23.5%	23.5%	23.5%
Maximum Green (s)	34.0	75.0		17.0	58.0		20.0	20.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		4			1		2	2		1	1	
Act Effct Green (s)	27.6	88.8		10.0	64.4		14.6	14.6		39.4	39.4	67.0
Actuated g/C Ratio	0.16	0.52		0.06	0.38		0.09	0.09		0.23	0.23	0.39
v/c Ratio	0.84	0.69		0.15	0.83		0.64	0.72		0.49	0.90	0.53
Control Delay	70.0	32.6		66.0	46.3		93.6	100.2		62.7	91.1	39.3
Queue Delay	0.0	0.3		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	70.0	32.9		66.0	46.3		93.6	100.2		62.7	91.1	39.3
LOS	E	C		E	D		F	F		E	F	D
Approach Delay		40.1			46.5			97.1			65.0	
Approach LOS		D			D			F			E	

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 147 (86%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 48.8
 Intersection Capacity Utilization 83.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke



26841_01 FB NB-Friday Evening.syn

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	297	1441	146	206	1280	146	225	373	234	236	293	185
Future Volume (vph)	297	1441	146	206	1280	146	225	373	234	236	293	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99		0.97	0.99		0.98
Frt		0.986			0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4890	0	3120	4881	0	3268	3490	1561	3268	3455	1439
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3234	4890	0	3116	4881	0	3242	3490	1519	3240	3455	1404
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	4		7	7		4	9		11	11		9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	1%	1%	1%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	319	1549	157	222	1376	157	242	401	252	254	315	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	319	1706	0	222	1533	0	242	401	252	254	315	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

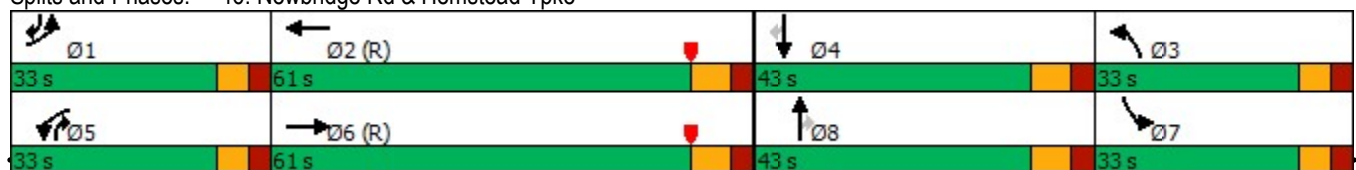
FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	33.0	61.0		33.0	61.0		33.0	43.0	33.0	33.0	43.0	33.0
Total Split (%)	19.4%	35.9%		19.4%	35.9%		19.4%	25.3%	19.4%	19.4%	25.3%	19.4%
Maximum Green (s)	26.0	53.0		26.0	53.0		26.0	35.0	26.0	26.0	35.0	26.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		3			4			2			1	
Act Effct Green (s)	21.1	81.0		16.5	76.4		20.7	25.0	42.5	17.6	21.9	44.0
Actuated g/C Ratio	0.12	0.48		0.10	0.45		0.12	0.15	0.25	0.10	0.13	0.26
v/c Ratio	0.80	0.73		0.74	0.70		0.61	0.78	0.66	0.75	0.71	0.54
Control Delay	87.1	39.7		89.0	41.4		77.4	80.5	43.4	88.0	79.2	37.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.1	39.7		89.0	41.4		77.4	80.5	43.4	88.0	79.2	37.0
LOS	F	D		F	D		E	F	D	F	E	D
Approach Delay		47.1			47.4			69.2			71.2	
Approach LOS		D			D			E			E	

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 129 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 54.3
 Intersection Capacity Utilization 87.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



26841_01 FB NB-Friday Evening.syn

							Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations							
Traffic Volume (vph)	391	32	508	436	0	353	
Future Volume (vph)	391	32	508	436	0	353	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor							
Frt	0.989					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3358	0	3236	3303	0	2760	
Flt Permitted			0.950				
Satd. Flow (perm)	3358	0	3236	3303	0	2760	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						96	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)					1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	3%	0%	1%	2%	0%	3%	
Adj. Flow (vph)	434	36	564	484	0	392	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	470	0	564	484	0	392	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	20.1		43.9	17.8		43.9	
Actuated g/C Ratio	0.26		0.58	0.23		0.58	
v/c Ratio	0.53		0.30	0.63		0.24	
Control Delay	27.3		8.6	29.7		6.0	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	27.3		8.6	29.7		6.0	
LOS	C		A	C		A	
Approach Delay	27.3			18.3	6.0		
Approach LOS	C			B	A		

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 76
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 18.0
 Intersection Capacity Utilization 41.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 47: Merrick Ave & Bellmore Ave



Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	233	18	140	194	33	27	425	182	42	374	148
Future Volume (vph)	112	233	18	140	194	33	27	425	182	42	374	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.978			0.955			0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3420	0	1668	3328	0	1745	3400	0	1694	3283	0
Flt Permitted	0.597			0.582			0.378			0.319		
Satd. Flow (perm)	1001	3420	0	1022	3328	0	694	3400	0	569	3283	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			34			97			86	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	1%	0%	1%	3%	0%	0%	2%	0%	3%	2%	1%
Adj. Flow (vph)	123	256	20	154	213	36	30	467	200	46	411	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	276	0	154	249	0	30	667	0	46	574	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	

Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

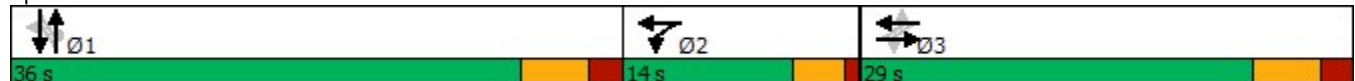
FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		3		2	2 3			1			1	
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0	20.0	
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0	36.0	
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%	45.6%	
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0	6.0	
Lead/Lag				Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2	0.2	
Recall Mode	Max	Max		None			Max	Max		Max	Max	
Walk Time (s)	8.0	8.0					1.0	1.0		1.0	1.0	
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)	0	0					0	0		0	0	
Act Effct Green (s)	26.0	26.0		35.4	39.4		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.33	0.33		0.45	0.50		0.38	0.38		0.38	0.38	
v/c Ratio	0.38	0.25		0.30	0.15		0.11	0.50		0.21	0.44	
Control Delay	25.2	19.9		12.8	9.5		18.3	17.7		20.8	17.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.2	19.9		12.8	9.5		18.3	17.7		20.8	17.1	
LOS	C	B		B	A		B	B		C	B	
Approach Delay		21.5			10.8			17.8			17.3	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 79.4
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 17.0
 Intersection Capacity Utilization 64.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd



Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	35	181	111	11	75	175	208	43	26	312	600	250
Future Volume (vph)	35	181	111	11	75	175	208	43	26	312	600	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Flt Protected	0.950	0.940					0.974				0.956	
Satd. Flow (prot)	1685	3295	0	0	0	1608	3238	0	0	1682	3303	0
Flt Permitted	0.592					0.562				0.394		
Satd. Flow (perm)	1050	3295	0	0	0	952	3238	0	0	698	3303	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	0%	0%	1%	1%	6%	0%	2%	0%	1%	1%
Adj. Flow (vph)	36	187	114	11	77	180	214	44	27	322	619	258
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	312	0	0	0	257	258	0	0	349	877	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	34		1	1	12	
Permitted Phases	4				34	34			12	12		
Detector Phase	4	4			3	3	34		1	1	12	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	46	277	146	23
Future Volume (vph)	46	277	146	23
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Flt		0.943		
Flt Protected	0.950			
Satd. Flow (prot)	1685	3270	0	0
Flt Permitted	0.324			
Satd. Flow (perm)	575	3270	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%
Adj. Flow (vph)	47	286	151	24
Shared Lane Traffic (%)				
Lane Group Flow (vph)	47	461	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		

Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

FB NB Friday Evening peak hour
 05/23/2024





Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	12.4	12.4				28.3	33.3			30.2	35.2	
Actuated g/C Ratio	0.16	0.16				0.36	0.42			0.38	0.45	
v/c Ratio	0.22	0.60				0.56	0.19			0.81	0.59	
Control Delay	33.2	36.4				20.5	14.1			35.2	19.5	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	33.2	36.4				20.5	14.1			35.2	19.5	
LOS	C	D				C	B			D	B	
Approach Delay		36.0					17.3				23.9	
Approach LOS		D					B				C	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 78.6
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 27.4
 Intersection Capacity Utilization 100.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service G

Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave



Lane Group	 SBL	 SBT	 SBR	 SBR2
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	0	0		
Act Effct Green (s)	15.1	15.1		
Actuated g/C Ratio	0.19	0.19		
v/c Ratio	0.43	0.74		
Control Delay	44.5	39.5		
Queue Delay	0.0	0.0		
Total Delay	44.5	39.5		
LOS	D	D		
Approach Delay		39.9		
Approach LOS		D		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	585	99	115	557	139	124	396	50	125	401	65
Future Volume (vph)	144	585	99	115	557	139	124	396	50	125	401	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99		0.99	0.99		0.98	1.00	
Frt		0.978			0.970			0.983			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1668	3323	0	1636	3274	0	1668	1787	0	1685	1804	0
Flt Permitted	0.200			0.226			0.168			0.195		
Satd. Flow (perm)	347	3323	0	385	3274	0	293	1787	0	340	1804	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			33			7			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	20		17	17		20	15		42	42		15
Confl. Bikes (#/hr)						2			6			9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	1%	3%	2%	2%	1%	4%	2%	0%	3%	0%
Adj. Flow (vph)	152	616	104	121	586	146	131	417	53	132	422	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	720	0	121	732	0	131	470	0	132	490	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

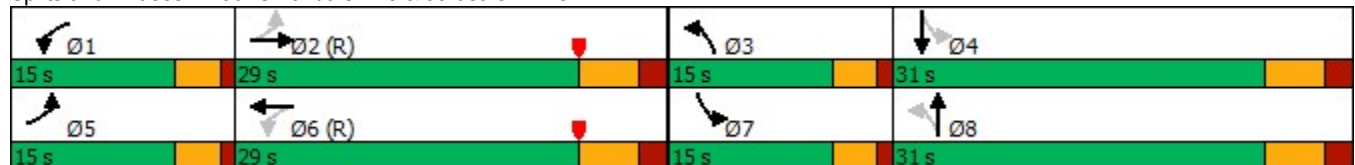
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	30.0		7.0	30.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		5			14			6			7	
Act Effct Green (s)	37.3	26.2		35.9	25.5		37.4	26.9		37.4	26.9	
Actuated g/C Ratio	0.41	0.29		0.40	0.28		0.42	0.30		0.42	0.30	
v/c Ratio	0.55	0.73		0.45	0.77		0.52	0.87		0.49	0.90	
Control Delay	23.4	34.2		20.9	35.6		22.1	48.7		20.8	51.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.4	34.2		20.9	35.6		22.1	48.7		20.8	51.8	
LOS	C	C		C	D		C	D		C	D	
Approach Delay		32.3			33.5			42.9			45.2	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 59 (66%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 37.5
 Intersection Capacity Utilization 77.0%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave



Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

FB NB Friday Evening peak hour
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	604	99	36	808	344	116	251	21	248	290	26
Future Volume (vph)	16	604	99	36	808	344	116	251	21	248	290	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.95	1.00	1.00		1.00	1.00	
Frt		0.979				0.850		0.989			0.988	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3315	0	1745	3455	1436	1685	1815	0	1636	1731	0
Flt Permitted		0.924		0.214			0.558			0.311		
Satd. Flow (perm)	0	3066	0	392	3455	1364	989	1815	0	535	1731	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		20						4			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	17		6	6		17	1		1	1		1
Confl. Bikes (#/hr)			1			5						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	3%	0%	0%	1%	5%	0%	0%	0%	3%	3%	24%
Adj. Flow (vph)	17	643	105	38	860	366	123	267	22	264	309	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	765	0	38	860	366	123	289	0	264	337	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
 51: Brookside Ave/Uniondale Ave & Nassau Rd

FB NB Friday Evening peak hour
 05/23/2024

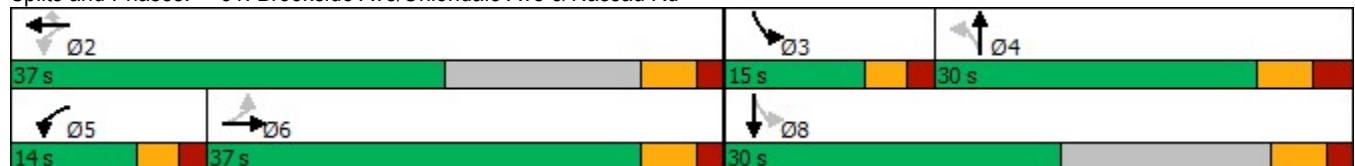
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	19.0	19.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	0	0			0	0						
Act Effct Green (s)		31.5		39.4	38.4	38.4	17.7	17.7		35.0	34.0	
Actuated g/C Ratio		0.37		0.47	0.45	0.45	0.21	0.21		0.41	0.40	
v/c Ratio		0.66		0.13	0.55	0.59	0.59	0.75		0.75	0.48	
Control Delay		26.9		14.1	18.6	22.4	44.1	44.9		34.4	22.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		26.9		14.1	18.6	22.4	44.1	44.9		34.4	22.0	
LOS		C		B	B	C	D	D		C	C	
Approach Delay		26.9			19.6			44.7			27.4	
Approach LOS		C			B			D			C	


















Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 84.6
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 26.4
 Intersection Capacity Utilization 82.0%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



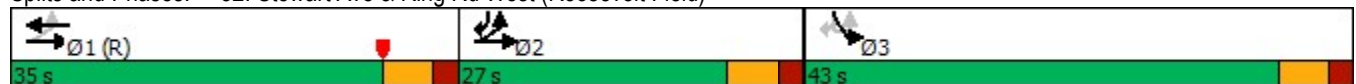
						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		  	  		  	
Traffic Volume (vph)	319	899	929	71	62	532
Future Volume (vph)	319	899	929	71	62	532
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.97	0.91
Ped Bike Factor	1.00		1.00		0.99	0.99
Frt			0.989		0.878	0.850
Flt Protected	0.950				0.991	
Satd. Flow (prot)	1652	4841	4871	0	3004	1407
Flt Permitted	0.207				0.991	
Satd. Flow (perm)	360	4841	4871	0	3003	1389
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			11		286	7
Link Speed (mph)		40	40		25	
Link Distance (ft)		324	370		322	
Travel Time (s)		5.5	6.3		8.8	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	1%	11%	7%	1%
Adj. Flow (vph)	343	967	999	76	67	572
Shared Lane Traffic (%)						50%
Lane Group Flow (vph)	343	967	1075	0	353	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	10		32	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		42	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	0	0		1	1
Detector Template						
Leading Detector (ft)	46	0	0		30	30
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	0	0		30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	26					
Detector 2 Size(ft)	20					
Detector 2 Type	Cl+Ex					
Detector 2 Channel						
Detector 2 Extend (s)	0.0					
Turn Type	pm+pt	NA	NA		Prot	pm+ov

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	2	1 2	1		3	2
Permitted Phases	1 2					3
Detector Phase	2	1 2	1		3	2
Switch Phase						
Minimum Initial (s)	3.0		10.0		10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	9.0
Total Split (s)	27.0		35.0		43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag	Lag		Lead			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		0.2		3.0	2.0
Recall Mode	None		C-Min		None	None
Act Effct Green (s)	76.3	82.3	50.5		10.7	36.5
Actuated g/C Ratio	0.73	0.78	0.48		0.10	0.35
v/c Ratio	0.59	0.25	0.46		0.63	0.58
Control Delay	19.9	3.3	19.5		15.4	27.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	19.9	3.3	19.5		15.4	27.3
LOS	B	A	B		B	C
Approach Delay		7.7	19.5		20.7	
Approach LOS		A	B		C	

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 14.6
 Intersection Capacity Utilization 60.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	33	1811	434	19	276	1876	103	395	36	428	139
Future Volume (vph)	3	33	1811	434	19	276	1876	103	395	36	428	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00		0.98		1.00	1.00			0.99	0.98	1.00
Frt				0.850			0.992			0.894	0.850	
Flt Protected		0.950				0.950			0.950	0.992		0.950
Satd. Flow (prot)	0	1685	4964	1589	0	3385	6259	0	3113	1427	1534	1772
Flt Permitted		0.950				0.950			0.950	0.992		0.950
Satd. Flow (perm)	0	1684	4964	1557	0	3383	6259	0	3113	1427	1511	1767
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				348			7			75	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		2		7		7		2			4	4
Confl. Bikes (#/hr)				3				2			2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	5%	0%	0%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	3	34	1848	443	19	282	1914	105	403	37	437	142
Shared Lane Traffic (%)									10%		42%	40%
Lane Group Flow (vph)	0	37	1848	443	0	301	2019	0	363	261	253	85
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		

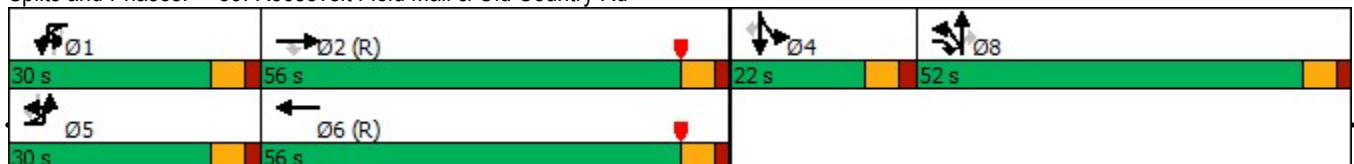
	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↙	↙
Traffic Volume (vph)	30	91
Future Volume (vph)	30	91
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	0.99
Frt		0.850
Flt Protected	0.969	
Satd. Flow (prot)	1691	1599
Flt Permitted	0.969	
Satd. Flow (perm)	1687	1578
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	0%	1%
Adj. Flow (vph)	31	93
Shared Lane Traffic (%)		
Lane Group Flow (vph)	88	93
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							18	
Detector Phase	5	5	2	8	1	1	6		8	8	18	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	2			1		2	2		
Act Effct Green (s)		9.1	64.3	102.8		19.4	74.6		38.5	38.5	63.9	13.8
Actuated g/C Ratio		0.06	0.40	0.64		0.12	0.47		0.24	0.24	0.40	0.09
v/c Ratio		0.39	0.93	0.39		0.74	0.69		0.49	0.65	0.40	0.56
Control Delay		93.8	40.5	1.7		78.6	37.0		53.4	45.2	25.6	83.8
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		93.8	40.5	1.7		78.6	37.0		53.4	45.2	25.6	83.8
LOS		F	D	A		E	D		D	D	C	F
Approach Delay			33.9				42.4			42.9		
Approach LOS			C				D			D		

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 40.3
 Intersection Capacity Utilization 89.8%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd



Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	13.8	22.9
Actuated g/C Ratio	0.09	0.14
v/c Ratio	0.60	0.41
Control Delay	87.4	37.9
Queue Delay	0.0	0.0
Total Delay	87.4	37.9
LOS	F	D
Approach Delay	68.9	
Approach LOS	E	
Intersection Summary		

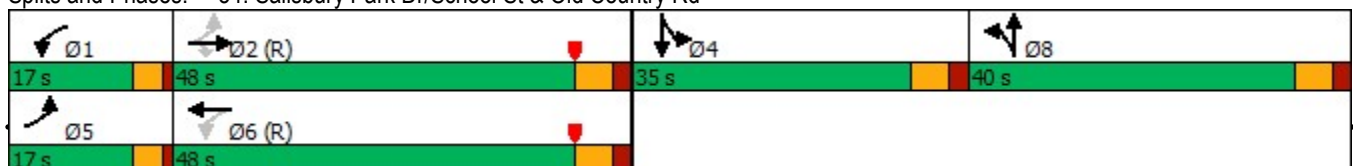
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	1177	592	27	980	69	337	82	29	84	128	103
Future Volume (vph)	164	1177	592	27	980	69	337	82	29	84	128	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98		1.00			1.00		1.00	0.99	
Frt			0.850		0.990			0.961			0.933	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1631	3657	1615	1560	3465	0	3204	1659	0	1787	1686	0
Flt Permitted	0.096			0.125			0.950			0.950		
Satd. Flow (perm)	165	3657	1580	205	3465	0	3204	1659	0	1779	1686	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			386		5			12				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)	4		4	4		4			3	3		
Confl. Bikes (#/hr)			3			2			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	2%	0%	8%	3%	2%	2%	3%	0%	1%	1%	1%
Adj. Flow (vph)	174	1252	630	29	1043	73	359	87	31	89	136	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	1252	630	29	1116	0	359	118	0	89	246	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20			20	
Link Offset(ft)		0			0			0			-12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	77.7	69.4	69.4	65.1	57.2		21.7	21.7		24.6	24.6	
Actuated g/C Ratio	0.56	0.50	0.50	0.46	0.41		0.16	0.16		0.18	0.18	
v/c Ratio	0.72	0.69	0.64	0.19	0.79		0.72	0.44		0.28	0.83	
Control Delay	40.9	32.3	14.7	21.1	42.5		64.6	52.4		51.1	78.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	40.9	32.3	14.7	21.1	42.5		64.6	52.4		51.1	78.2	
LOS	D	C	B	C	D		E	D		D	E	
Approach Delay		27.7			42.0			61.6			71.0	
Approach LOS		C			D			E			E	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 132 (94%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 39.4
 Intersection Capacity Utilization 79.4%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	262	260	153	1030	958	151
Future Volume (vph)	262	260	153	1030	958	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.980	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1615	1770	3539	3380	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1615	371	3539	3380	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		4			22	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			3			3
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	2%	2%	5%	1%
Adj. Flow (vph)	285	283	166	1120	1041	164
Shared Lane Traffic (%)						
Lane Group Flow (vph)	285	283	166	1120	1205	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	












Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	1					
Act Effct Green (s)	13.0	31.3	36.4	38.5	20.1	
Actuated g/C Ratio	0.20	0.49	0.57	0.61	0.32	
v/c Ratio	0.42	0.35	0.31	0.52	1.11	
Control Delay	23.7	10.9	7.5	9.0	87.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.7	10.9	7.5	9.0	87.3	
LOS	C	B	A	A	F	
Approach Delay	17.3			8.8	87.3	
Approach LOS	B			A	F	

Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 63.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 41.3
 Intersection Capacity Utilization 60.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service B

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	43	32	29	1291	1098	16
Future Volume (vph)	43	32	29	1291	1098	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.998	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1568	1805	5085	3458	0
Flt Permitted	0.950		0.182			
Satd. Flow (perm)	1770	1568	346	5085	3458	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		34			2	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			4			4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	3%	0%	2%	4%	13%
Adj. Flow (vph)	45	34	31	1359	1156	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	34	31	1359	1173	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	12	1	
Permitted Phases		3	12			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	1	1				
Act Effct Green (s)	10.5	10.5	32.9	41.7	22.0	
Actuated g/C Ratio	0.19	0.19	0.59	0.74	0.39	
v/c Ratio	0.14	0.11	0.06	0.36	0.87	
Control Delay	18.9	7.6	8.9	6.4	32.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.9	7.6	8.9	6.4	32.8	
LOS	B	A	A	A	C	
Approach Delay	14.1			6.4	32.8	
Approach LOS	B			A	C	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 56.2
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 18.4
 Intersection Capacity Utilization 45.9%
 Analysis Period (min) 15





























Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 56: Merrick Ave & Privado Rd















Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB NB Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	34	1021	257	145	675	44	208	107	158	22	147	30
Future Volume (vph)	34	1021	257	145	675	44	208	107	158	22	147	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.99			1.00	
Frt			0.850			0.850		0.911			0.979	
Flt Protected	0.950			0.950			0.950				0.994	
Satd. Flow (prot)	1624	5085	1492	1668	5036	1478	1624	1539	0	0	1817	0
Flt Permitted	0.950			0.950			0.529				0.912	
Satd. Flow (perm)	1624	5085	1492	1668	5036	1478	905	1539	0	0	1666	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						96		85			10	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)									12	12		
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	2%	1%	1%	3%	2%	0%	0%	0%	5%	1%	3%
Adj. Flow (vph)	43	1276	321	181	844	55	260	134	198	28	184	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	1276	321	181	844	55	260	332	0	0	250	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB NB Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	40.0	40.0	16.0	45.0	45.0	44.0	44.0		44.0	44.0	
Total Split (%)	11.0%	40.0%	40.0%	16.0%	45.0%	45.0%	44.0%	44.0%		44.0%	44.0%	
Maximum Green (s)	6.0	32.6	32.6	11.0	37.6	37.6	37.2	37.2		37.2	37.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.7	38.6	38.6	11.0	48.0	48.0	31.2	31.2				31.2
Actuated g/C Ratio	0.06	0.39	0.39	0.11	0.48	0.48	0.31	0.31				0.31
v/c Ratio	0.47	0.65	0.56	0.99	0.35	0.07	0.92	0.62				0.47
Control Delay	62.4	28.3	30.6	110.2	18.9	1.3	69.9	25.7				28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	62.4	28.3	30.6	110.2	18.9	1.3	69.9	25.7				28.6
LOS	E	C	C	F	B	A	E	C				C
Approach Delay		29.6			33.3			45.1				28.6
Approach LOS		C			C			D				C

Intersection Summary




















Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 59 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 33.2
 Intersection Capacity Utilization 83.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke



Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

FB NB Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	72	16	43	72	148	11	459	36	189	615	31
Future Volume (vph)	19	72	16	43	72	148	11	459	36	189	615	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00				0.99	1.00	1.00		1.00	1.00	
Frt		0.980				0.850		0.989			0.993	
Flt Protected		0.991			0.982		0.950			0.950		
Satd. Flow (prot)	0	1809	0	0	1792	1615	1624	3383	0	1624	3219	0
Flt Permitted		0.920			0.854		0.317			0.395		
Satd. Flow (perm)	0	1679	0	0	1559	1594	541	3383	0	675	3219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				178		12			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	1					1	3		1	1		3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	23	87	19	52	87	178	13	553	43	228	741	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	129	0	0	139	178	13	596	0	228	778	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		
Detector 2 Channel												

Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

FB NB Friday Evening peak hour
05/23/2024










Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	27.5	27.5		27.5	27.5	27.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes			Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	1	1		1	1	1						
Act Effct Green (s)		11.4			11.4	11.4	20.3	20.3		28.6	31.1	
Actuated g/C Ratio		0.21			0.21	0.21	0.38	0.38		0.53	0.58	
v/c Ratio		0.35			0.42	0.37	0.06	0.46		0.48	0.42	
Control Delay		18.9			22.3	5.8	15.4	15.3		9.7	7.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		18.9			22.3	5.8	15.4	15.3		9.7	7.8	
LOS		B			C	A	B	B		A	A	
Approach Delay		18.9			13.0			15.3			8.2	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 53.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 11.7
 Intersection Capacity Utilization 60.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	147	116	47	172	125
Future Volume (vph)	13	147	116	47	172	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.876		0.961			
Flt Protected	0.996					0.972
Satd. Flow (prot)	1643	0	1997	0	0	1889
Flt Permitted	0.996					0.972
Satd. Flow (perm)	1643	0	1997	0	0	1889
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)	1	2		4	4	
Confl. Bikes (#/hr)		2				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	2%	1%	1%
Adj. Flow (vph)	14	163	129	52	191	139
Shared Lane Traffic (%)						
Lane Group Flow (vph)	177	0	181	0	0	330
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 45.9% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 59: Main St & Meadow St

FB NB Friday Evening peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	147	116	47	172	125
Future Volume (Veh/h)	13	147	116	47	172	125
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	14	163	129	52	191	139
Pedestrians	4		1			2
Lane Width (ft)	12.0		15.0			13.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.92					
vC, conflicting volume	681	161			185	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	612	161			185	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	82			86	
cM capacity (veh/h)	364	881			1390	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	177	181	330			
Volume Left	14	0	191			
Volume Right	163	52	0			
cSH	792	1700	1390			
Volume to Capacity	0.22	0.11	0.14			
Queue Length 95th (ft)	21	0	12			
Control Delay (s)	10.8	0.0	5.1			
Lane LOS	B		A			
Approach Delay (s)	10.8	0.0	5.1			
Approach LOS	B					
Intersection Summary						
Average Delay			5.3			
Intersection Capacity Utilization			45.9%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	138	44	15	121	14	21	169	21	39	290	30
Future Volume (vph)	26	138	44	15	121	14	21	169	21	39	290	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00	0.98		1.00	0.98
Frt		0.972			0.987				0.850			0.850
Flt Protected		0.994			0.995			0.994			0.994	
Satd. Flow (prot)	0	1802	0	0	1834	0	0	1747	1615	0	1702	1507
Flt Permitted		0.934			0.945			0.936			0.942	
Satd. Flow (perm)	0	1694	0	0	1741	0	0	1645	1576	0	1612	1471
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		30							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)			2	2			2		2	2		2
Confl. Bikes (#/hr)			2			3			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	1%	0%	8%	3%	0%
Adj. Flow (vph)	30	157	50	17	138	16	24	192	24	44	330	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	237	0	0	171	0	0	216	24	0	374	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

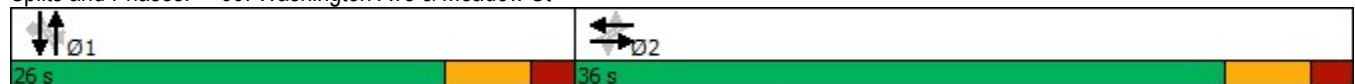
FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)		12.0			12.0			20.1	20.1		20.1	20.1
Actuated g/C Ratio		0.27			0.27			0.45	0.45		0.45	0.45
v/c Ratio		0.49			0.36			0.29	0.03		0.51	0.05
Control Delay		15.3			15.0			9.9	1.6		12.6	2.6
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		15.3			15.0			9.9	1.6		12.6	2.6
LOS		B			B			A	A		B	A
Approach Delay		15.3			15.0			9.1			11.8	
Approach LOS		B			B			A			B	

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 44.2
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 12.5
 Intersection Capacity Utilization 65.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 60: Washington Ave & Meadow St



Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	70	49	3	57	14	37	522	11	15	666	73
Future Volume (vph)	58	70	49	3	57	14	37	522	11	15	666	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.962			0.975			0.997			0.986	
Flt Protected		0.984			0.998			0.997			0.999	
Satd. Flow (prot)	0	1746	0	0	1817	0	0	3460	0	0	3471	0
Flt Permitted		0.861			0.980			0.874			0.940	
Satd. Flow (perm)	0	1527	0	0	1784	0	0	3033	0	0	3265	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			14			4			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	2		2	2		2	2		4	4		2
Confl. Bikes (#/hr)			1			3						4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	0%	8%	0%	4%	0%	7%	2%	3%
Adj. Flow (vph)	60	72	51	3	59	14	38	538	11	15	687	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	76	0	0	587	0	0	777	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB NB Friday Evening peak hour
05/23/2024










Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)		10.5			10.5			24.6			24.6	
Actuated g/C Ratio		0.24			0.24			0.57			0.57	
v/c Ratio		0.45			0.17			0.34			0.41	
Control Delay		14.0			11.1			8.5			8.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.0			11.1			8.5			8.8	
LOS		B			B			A			A	
Approach Delay		14.0			11.1			8.5			8.8	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 43.1
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 9.4
 Intersection Capacity Utilization 69.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 61: Clinton St & Meadow St












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	6	55	11	6	54	20
Future Volume (vph)	6	55	11	6	54	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.878				0.964	
Flt Protected				0.968	0.965	
Satd. Flow (prot)	1639	0	0	1737	1885	0
Flt Permitted				0.968	0.965	
Satd. Flow (perm)	1639	0	0	1737	1885	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)					1	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	2%	0%	17%	0%	0%
Adj. Flow (vph)	8	74	15	8	73	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	0	0	23	100	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.5% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
62: Lindbergh St & Meadow St










FB NB Friday Evening peak hour
05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	6	55	11	6	54	20
Future Volume (Veh/h)	6	55	11	6	54	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	8	74	15	8	73	27
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			82		84	45
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			82		84	45
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		92	97
cM capacity (veh/h)			1528		913	1031
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	82	23	100			
Volume Left	0	15	73			
Volume Right	74	0	27			
cSH	1700	1528	942			
Volume to Capacity	0.05	0.01	0.11			
Queue Length 95th (ft)	0	1	9			
Control Delay (s)	0.0	4.8	9.3			
Lane LOS		A	A			
Approach Delay (s)	0.0	4.8	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			5.1			
Intersection Capacity Utilization			18.5%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	327	406	77	64	2
Future Volume (vph)	2	327	406	77	64	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.978		0.996	
Flt Protected					0.954	
Satd. Flow (prot)	0	1810	1828	0	1771	0
Flt Permitted					0.954	
Satd. Flow (perm)	0	1810	1828	0	1771	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	7			7		1
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	2%	0%	2%	0%
Adj. Flow (vph)	2	372	461	88	73	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	374	549	0	75	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 36.8% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	327	406	77	64	2
Future Volume (Veh/h)	2	327	406	77	64	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	372	461	88	73	2
Pedestrians		1			7	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	556				888	513
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	556				888	513
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				77	100
cM capacity (veh/h)	1018				311	561
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	374	549	75			
Volume Left	2	0	73			
Volume Right	0	88	2			
cSH	1018	1700	315			
Volume to Capacity	0.00	0.32	0.24			
Queue Length 95th (ft)	0	0	23			
Control Delay (s)	0.1	0.0	20.0			
Lane LOS	A		C			
Approach Delay (s)	0.1	0.0	20.0			
Approach LOS			C			
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			36.8%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
64: Oak Street & Westbury Blvd/Meadow St

FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	199	121	50	66	208	35	14	81	277	28	1	16
Future Volume (vph)	199	121	50	66	208	35	14	81	277	28	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	12	10
Storage Length (ft)	55		0	0		0		85		95		135
Storage Lanes	1		0	0		1		1		1		1
Taper Length (ft)	25			0				110				85
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99			1.00	0.98		1.00				
Frt		0.956				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1646	1640	0	0	1775	1311	0	1685	2957	1107	0	1500
Flt Permitted	0.541				0.878			0.604				0.461
Satd. Flow (perm)	935	1640	0	0	1575	1288	0	1069	2957	1107	0	728
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		30				95				95		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	5		9	9		5		2				
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	3%	2%	3%	2%	15%	0%	0%	18%	41%	0%	13%
Adj. Flow (vph)	219	133	55	73	229	38	15	89	304	31	1	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	188	0	0	302	38	0	104	304	31	0	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		11			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	1	1	1	1
Detector Template				Left			Left				Left	
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	20
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	217	177
Future Volume (vph)	217	177
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3323	1346
Flt Permitted		
Satd. Flow (perm)	3323	1316
Right Turn on Red		Yes
Satd. Flow (RTOR)		195
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	5%	4%
Adj. Flow (vph)	238	195
Shared Lane Traffic (%)		
Lane Group Flow (vph)	238	195
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		
Leading Detector (ft)	160	160
Trailing Detector (ft)	94	154
Detector 1 Position(ft)	154	154
Detector 1 Size(ft)	6	6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St

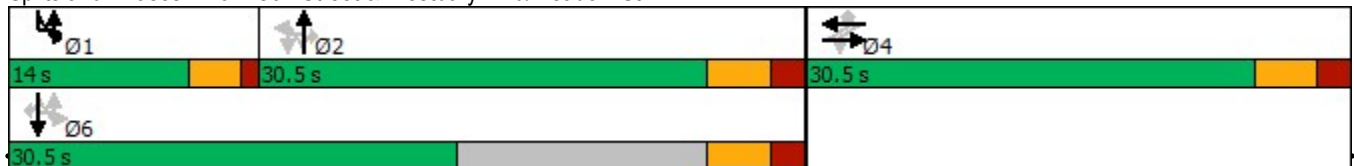
FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4			4				2		1	1
Permitted Phases	4			4		4	2	2		2	6	6
Detector Phase	4	4		4	4	4	2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	2.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	6.0
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	14.0
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	18.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5			5.5	5.5		4.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	None
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	1	1		1	1	1						
Act Effct Green (s)	19.9	19.9			19.9	19.9			17.3	17.3	17.3	20.4
Actuated g/C Ratio	0.40	0.40			0.40	0.40			0.35	0.35	0.35	0.41
v/c Ratio	0.59	0.28			0.48	0.07			0.28	0.30	0.07	0.05
Control Delay	20.0	10.1			14.6	0.4			17.5	14.9	0.3	10.6
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	20.0	10.1			14.6	0.4			17.5	14.9	0.3	10.6
LOS	C	B			B	A			B	B	A	B
Approach Delay		15.4			13.0				14.5			
Approach LOS		B			B				B			

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 50
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 12.7
 Intersection Capacity Utilization 75.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



26841_01 FB NB-Friday Evening.syn

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	17.0	17.0
Minimum Split (s)	22.5	22.5
Total Split (s)	30.5	30.5
Total Split (%)	40.7%	40.7%
Maximum Green (s)	25.0	25.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	Min	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	18.9	18.9
Actuated g/C Ratio	0.38	0.38
v/c Ratio	0.19	0.32
Control Delay	11.7	3.9
Queue Delay	0.0	0.0
Total Delay	11.7	3.9
LOS	B	A
Approach Delay	8.3	
Approach LOS	A	
Intersection Summary		

Lanes, Volumes, Timings
 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB NB Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	30	8	15	1764	24	1	38	1398	58	25	21	1
Future Volume (vph)	30	8	15	1764	24	1	38	1398	58	25	21	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.99	0.98	
Frt				0.998				0.994		0.850		
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	5123	0	0	1805	4823	0	1389	1715	0
Flt Permitted			0.950				0.950				0.708	
Satd. Flow (perm)	0	0	1802	5123	0	0	1801	4823	0	1370	1252	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				2								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		3	3		13		13		3	3	14	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	32	9	16	1897	26	1	41	1503	62	27	23	1
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	57	1923	0	0	42	1568	0	24	21	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	0	1	1	2		0	1	2		1	1	1
Detector Template		Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
Trailing Detector (ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Size(ft)	0	20	20	6		0	20	6		20	20	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94				94				
Detector 2 Size(ft)				6				6				
Detector 2 Type				Cl+Ex				Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)				0.0				0.0				

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	8	52	34	8	23
Future Volume (vph)	8	52	34	8	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00			0.99	
Frt	0.876			0.947	
Flt Protected	0.998			0.975	
Satd. Flow (prot)	1578	0	0	3293	0
Flt Permitted	0.984			0.787	
Satd. Flow (perm)	1551	0	0	2658	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	56				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)					14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	56	37	9	25
Shared Lane Traffic (%)					
Lane Group Flow (vph)	68	0	0	71	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	Cl+Ex			Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	

Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

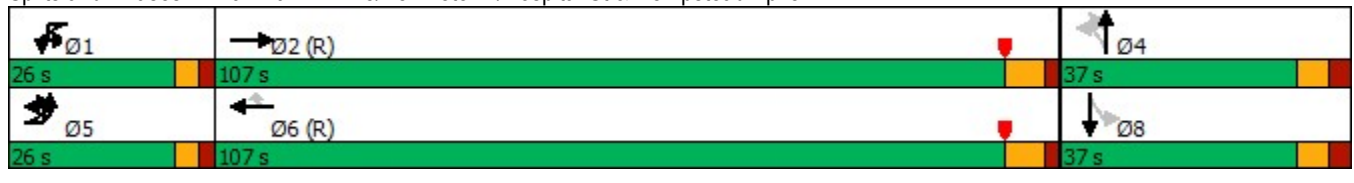
FB NB Friday Evening peak hour
05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm
Protected Phases	5	5	5	2		1	1	6				
Permitted Phases										6	4	4
Detector Phase	5	5	5	2		1	1	6		6	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0
Total Split (s)	26.0	26.0	26.0	107.0		26.0	26.0	107.0		107.0	37.0	37.0
Total Split (%)	15.3%	15.3%	15.3%	62.9%		15.3%	15.3%	62.9%		62.9%	21.8%	21.8%
Maximum Green (s)	21.0	21.0	21.0	100.0		21.0	21.0	100.0		100.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			10.7	131.2			8.4	129.2		129.2	13.4	
Actuated g/C Ratio			0.06	0.77			0.05	0.76		0.76	0.08	
v/c Ratio			0.50	0.49			0.47	0.43		0.02	0.21	
Control Delay			98.1	1.4			94.7	9.3		8.2	74.2	
Queue Delay			0.0	0.0			0.0	0.0		0.0	0.0	
Total Delay			98.1	1.4			94.7	9.3		8.2	74.2	
LOS			F	A			F	A		A	E	
Approach Delay				4.2				11.4				
Approach LOS				A				B				







Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 4 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 9.5
 Intersection Capacity Utilization 69.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke









	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		39.0	39.0	
Total Split (s)	37.0		37.0	37.0	
Total Split (%)	21.8%		21.8%	21.8%	
Maximum Green (s)	30.0		30.0	30.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			25.0	25.0	
Pedestrian Calls (#/hr)			4	4	
Act Effct Green (s)	13.4			13.4	
Actuated g/C Ratio	0.08			0.08	
v/c Ratio	0.39			0.34	
Control Delay	27.2			76.0	
Queue Delay	0.0			0.0	
Total Delay	27.2			76.0	
LOS	C			E	
Approach Delay	38.3			76.0	
Approach LOS	D			E	
Intersection Summary					

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	663	0	0	1243	0	417
Future Volume (vph)	663	0	0	1243	0	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3406	0	0	5136	0	2682
Flt Permitted						
Satd. Flow (perm)	3406	0	0	5136	0	2682
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	2%	2%	1%	2%	6%
Adj. Flow (vph)	737	0	0	1381	0	463
Shared Lane Traffic (%)						
Lane Group Flow (vph)	737	0	0	1381	0	463
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 39.6% ICU Level of Service A
Analysis Period (min) 15

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	663	0	0	1243	0	417	
Future Volume (Veh/h)	663	0	0	1243	0	417	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	737	0	0	1381	0	463	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	171						
pX, platoon unblocked			0.84		0.84	0.84	
vC, conflicting volume			737		1197	368	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			294		845	0	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.4	
p0 queue free %			100		100	48	
cM capacity (veh/h)			1057		252	896	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	368	368	460	460	460	232	232
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	232	232
cSH	1700	1700	1700	1700	1700	896	896
Volume to Capacity	0.22	0.22	0.27	0.27	0.27	0.26	0.26
Queue Length 95th (ft)	0	0	0	0	0	26	26
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.4	10.4
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			10.4	
Approach LOS						B	
Intersection Summary							
Average Delay			1.9				
Intersection Capacity Utilization			39.6%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	268	417	0	754						
Future Volume (vph)	0	0	268	417	0	754						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.936	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3156	1386	0	3574						
Flt Permitted												
Satd. Flow (perm)	0	0	3156	1386	0	3574						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			230	275								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	0%	6%	0%	1%						
Adj. Flow (vph)	0	0	339	528	0	954						
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	0	0	592	275	0	954						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												

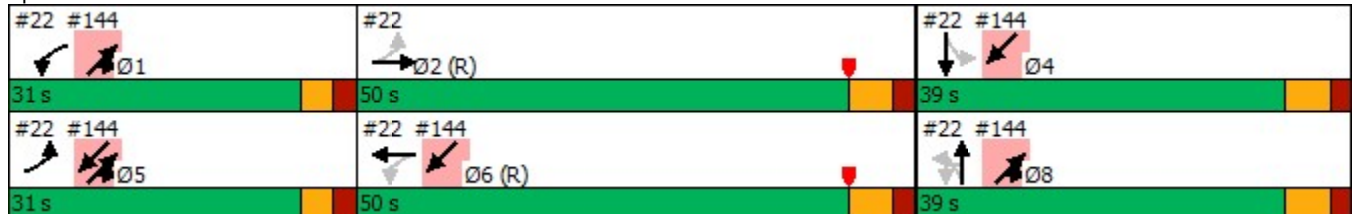
Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	19.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	25.0	14.0	8.0	26.0	32.0
Total Split (s)							31.0	50.0	39.0	31.0	50.0	39.0
Total Split (%)							26%	42%	33%	26%	42%	33%
Maximum Green (s)							26.0	44.0	33.0	26.0	44.0	33.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								2				11
Act Effct Green (s)			65.2	65.2		120.0						
Actuated g/C Ratio			0.54	0.54		1.00						
v/c Ratio			0.33	0.31		0.27						
Control Delay			8.6	2.2		0.1						
Queue Delay			0.0	0.0		0.0						
Total Delay			8.7	2.2		0.1						
LOS			A	A		A						
Approach Delay			6.6			0.1						
Approach LOS			A			A						









Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 25.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd









								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations								
Traffic Volume (vph)	0	0	0	567	0	0	0	598
Future Volume (vph)	0	0	0	567	0	0	0	598
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.64
Frt								0.850
Flt Protected								
Satd. Flow (prot)	0	0	0	6346	0	1900	0	4093
Flt Permitted								
Satd. Flow (perm)	0	0	0	6346	0	1900	0	4093
Link Speed (mph)	30			50	30		50	
Link Distance (ft)	446			646	343		189	
Travel Time (s)	10.1			8.8	7.8		2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	3%	2%	0%	2%	1%
Adj. Flow (vph)	0	0	0	616	0	0	0	650
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	616	0	0	0	650
Enter Blocked Intersection	No	No	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	R NA	Left	Left
Median Width(ft)	30			40	4		40	
Link Offset(ft)	0			0	0		0	
Crosswalk Width(ft)	16			16	16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9	50	50
Sign Control	Stop			Free	Stop		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 20.5% ICU Level of Service A
 Analysis Period (min) 15










Intersection has too many legs for HCM analysis.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑
Traffic Volume (vph)	0	609	0	0	0	555
Future Volume (vph)	0	609	0	0	0	555
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	6471	0	0	0	4014
Flt Permitted						
Satd. Flow (perm)	0	6471	0	0	0	4014
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.92	0.84	0.92	0.92	0.92	0.84
Heavy Vehicles (%)	0%	1%	0%	0%	0%	3%
Adj. Flow (vph)	0	725	0	0	0	661
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	725	0	0	0	661
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 25.2% ICU Level of Service A
 Analysis Period (min) 15











Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	609			233	378	
Travel Time (s)	13.8			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd

FB NB Friday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 402: James Doolittle Blvd & Exist Hotel Access










FB NB Friday Evening peak hour
 05/23/2024











						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	282	
Travel Time (s)	3.3			9.4	6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	293			282	453	
Travel Time (s)	6.7			6.4	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
406: Sands Ave

FB NB Friday Evening peak hour
05/23/2024

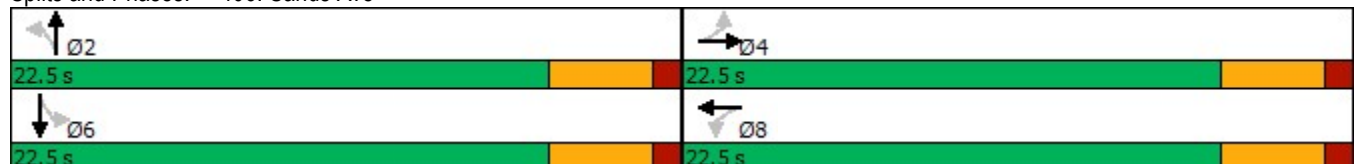
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			609			296			509	
Travel Time (s)		5.4			13.8			6.7			11.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		













Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frnt						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	1863	1770	1770
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	1863	1770	1770
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	346			454	230	
Travel Time (s)	7.9			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						0%
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			16	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split			pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	












Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	24.5	24.5	24.5	22.5	
Total Split (%)	32.9%	35.0%	35.0%	35.0%	32.1%	
Maximum Green (s)	18.5	20.0	20.0	20.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 20
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A












Splits and Phases: 408: East Dr/Sands Ave & North Dr



						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free



















Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	0	0	0	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
410: MSK Entrance & Garage C & West Dr

FB NB Friday Evening peak hour
05/23/2024



















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	22	0	0	0	9	0	0	0	0	0
Future Volume (vph)	0	0	22	0	0	0	9	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.865										
Flt Protected							0.950					
Satd. Flow (prot)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			395	
Travel Time (s)		2.8			3.6			7.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	24	0	0	0	10	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	0	0	10	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.3%
 Analysis Period (min) 15
 ICU Level of Service A

















HCM Unsignalized Intersection Capacity Analysis
 410: MSK Entrance & Garage C & West Dr

FB NB Friday Evening peak hour
 05/23/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	22	0	0	0	9	0	0	0	0	0
Future Volume (Veh/h)	0	0	22	0	0	0	9	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	24	0	0	0	10	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								348				
pX, platoon unblocked												
vC, conflicting volume	20	20	0	44	20	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20	20	0	44	20	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	100	99			100		
cM capacity (veh/h)	989	868	1085	933	868	1085	1623			1623		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	24	0	10	0	0	0						
Volume Left	0	0	10	0	0	0						
Volume Right	24	0	0	0	0	0						
cSH	1085	1700	1623	1700	1700	1700						
Volume to Capacity	0.02	0.00	0.01	0.00	0.00	0.00						
Queue Length 95th (ft)	2	0	0	0	0	0						
Control Delay (s)	8.4	0.0	7.2	0.0	0.0	0.0						
Lane LOS	A	A	A									
Approach Delay (s)	8.4	0.0	7.2		0.0							
Approach LOS	A	A										
Intersection Summary												
Average Delay			8.1									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
412: West Dr & South Dr













FB NB Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		155			238			395			225	
Travel Time (s)		3.5			5.4			9.0			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Free			Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 ICU Level of Service A










Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	 			 		 
Traffic Volume (vph)	3	0	0	66	0	0
Future Volume (vph)	3	0	0	66	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	3	0	0	72	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	72	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15










						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3	0	0	66	0	0
Future Volume (Veh/h)	3	0	0	66	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	0	72	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	221					
pX, platoon unblocked						
vC, conflicting volume			3		39	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3		39	2
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1618		968	1082
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	2	1	36	36	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.02	0.02	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3	0	0	66	0	0
Future Volume (vph)	3	0	0	66	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	1863	0
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	3	0	0	72	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	72	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3	0	0	66	0	0
Future Volume (Veh/h)	3	0	0	66	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	0	72	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	408					
pX, platoon unblocked						
vC, conflicting volume			3		39	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3		39	2
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1618		968	1082
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	2	1	36	36	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.02	0.02	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	3	0	0	66	0
Future Volume (vph)	0	3	0	0	66	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.850					
Flt Protected					0.950	
Satd. Flow (prot)	2895	0	0	3539	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	2895	0	0	3539	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	87			155	141	
Travel Time (s)	2.0			3.5	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	3%	2%
Adj. Flow (vph)	0	3	0	0	72	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	0	72	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 415: MSK Garage & South Dr

FB NB Friday Evening peak hour
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	3	0	0	66	0
Future Volume (Veh/h)	0	3	0	0	66	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	0	0	72	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	495					
pX, platoon unblocked						
vC, conflicting volume			3		2	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3		2	2
tC, single (s)			4.1		6.9	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		93	100
cM capacity (veh/h)			1618		1018	1082
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	3	0	0	72	
Volume Left	0	0	0	0	72	
Volume Right	0	3	0	0	0	
cSH	1700	1700	1700	1700	1018	
Volume to Capacity	0.00	0.00	0.00	0.00	0.07	
Queue Length 95th (ft)	0	0	0	0	6	
Control Delay (s)	0.0	0.0	0.0	0.0	8.8	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		8.8	
Approach LOS					A	
Intersection Summary						
Average Delay			8.5			
Intersection Capacity Utilization			13.7%		ICU Level of Service	A
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Fr												
Flt Protected												
Satd. Flow (prot)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Flt Permitted												
Satd. Flow (perm)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			507			343			268	
Travel Time (s)		10.2			11.5			7.8			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										0%		0%
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type			Perm				Perm		Perm	Perm		Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

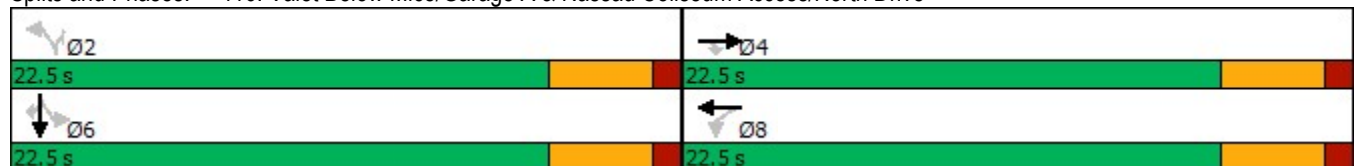
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												










Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	3539	3390	1695	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	3390	1695	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		507	346		103	
Travel Time (s)		11.5	7.9		2.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)				0%		
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type				Perm		
Protected Phases	1	1 2	2			
Permitted Phases	2			2		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	12.0		28.0	28.0		
Total Split (%)	30.0%		70.0%	70.0%		
Maximum Green (s)	7.5		23.5	23.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		None	None		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 18
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	0	154	0	0	0	135	267	5	0	325	55
Future Volume (vph)	38	0	154	0	0	0	135	267	5	0	325	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.97					1.00	1.00			0.99	
Frt			0.850					0.997			0.981	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1636	1222	0	1773	0	1546	1875	0	0	1956	0
Flt Permitted							0.473					
Satd. Flow (perm)	0	1672	1222	0	1773	0	766	1875	0	0	1956	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			169					2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	16					16	9					9
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	0%	11%	0%	0%	0%	9%	1%	0%	0%	1%	2%
Parking (#/hr)			0									
Adj. Flow (vph)	42	0	169	0	0	0	148	293	5	0	357	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	169	0	0	0	148	298	0	0	417	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

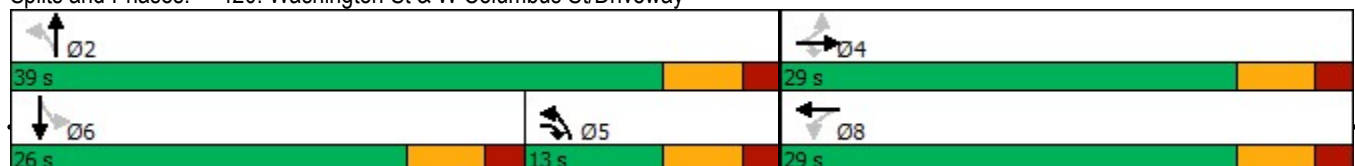
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	Perm	NA	pm+ov				pm+pt	NA			NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		10.3	11.7				33.9	38.1			21.3	
Actuated g/C Ratio		0.23	0.26				0.75	0.84			0.47	
v/c Ratio		0.11	0.38				0.22	0.19			0.45	
Control Delay		18.1	5.0				5.2	3.6			12.2	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		18.1	5.0				5.2	3.6			12.2	
LOS		B	A				A	A			B	
Approach Delay		7.6						4.1			12.2	
Approach LOS		A						A			B	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 45.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 8.0
 Intersection Capacity Utilization 60.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 420: Washington St & W Columbus St/Driveway














N-2 2030 No-Build Conditions

N-2.4 Saturday Midday peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1397	1419	31	0	53
Future Volume (vph)	0	1397	1419	31	0	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5121	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5121	0	0	1611
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Peds. (#/hr)	4			4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	1%	0%	0%	2%
Adj. Flow (vph)	0	1518	1542	34	0	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1518	1576	0	0	58
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	























Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 38.1% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

FB NB Saturday Midday peak hour
 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	1397	1419	31	0	53	
Future Volume (Veh/h)	0	1397	1419	31	0	53	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	1518	1542	34	0	58	
Pedestrians						4	
Lane Width (ft)					12.0		
Walking Speed (ft/s)					3.5		
Percent Blockage					0		
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.84		
vC, conflicting volume	1546				2069	535	
vC1, stage 1 conf vol					1563		
vC2, stage 2 conf vol					506		
vCu, unblocked vol	1546				1605	535	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	88	
cM capacity (veh/h)	433				140	488	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	506	506	506	617	617	342	58
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	34	58
cSH	1700	1700	1700	1700	1700	1700	488
Volume to Capacity	0.30	0.30	0.30	0.36	0.36	0.20	0.12
Queue Length 95th (ft)	0	0	0	0	0	0	10
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	13.4
Lane LOS							B
Approach Delay (s)	0.0			0.0			13.4
Approach LOS							B
Intersection Summary							
Average Delay			0.2				
Intersection Capacity Utilization			38.1%		ICU Level of Service		A
Analysis Period (min)			15				

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	21	1	1344	99	28	78	1328	38	54	0	23	2
Future Volume (vph)	21	1	1344	99	28	78	1328	38	54	0	23	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Ped Bike Factor		1.00		0.99		1.00	1.00	0.99				
Frt				0.850				0.850		0.968	0.850	
Flt Protected		0.950				0.950			0.950	0.962		0.950
Satd. Flow (prot)	0	3385	5085	1669	0	3336	4853	1435	1601	2906	1470	1533
Flt Permitted		0.950				0.950			0.950	0.962		0.950
Satd. Flow (perm)	0	3383	5085	1648	0	3335	4853	1417	1601	2906	1470	1533
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				203				203				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		3		2		2		3				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	1%	0%	6%	0%	0%	0%
Adj. Flow (vph)	23	1	1477	109	31	86	1459	42	59	0	25	2
Shared Lane Traffic (%)								10%	50%		31%	10%
Lane Group Flow (vph)	0	24	1477	109	0	117	1463	38	29	38	17	2
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	4T	T
Traffic Volume (vph)	3	3
Future Volume (vph)	3	3
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor		
Frt	0.962	0.850
Flt Protected		
Satd. Flow (prot)	2934	1421
Flt Permitted		
Satd. Flow (perm)	2934	1421
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	3	3
Shared Lane Traffic (%)		38%
Lane Group Flow (vph)	4	2
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	14.5	14.5	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	41.0		29.0	29.0	41.0		25.0	25.0	25.0	45.0
Total Split (%)	20.7%	20.7%	29.3%		20.7%	20.7%	29.3%		17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	23.0	23.0	34.0		23.0	23.0	34.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		5.6	91.1	140.0		10.5	101.8	140.0	8.4	8.4	8.4	13.0
Actuated g/C Ratio		0.04	0.65	1.00		0.08	0.73	1.00	0.06	0.06	0.06	0.09
v/c Ratio		0.18	0.45	0.07		0.47	0.41	0.03	0.30	0.22	0.20	0.01
Control Delay		74.7	5.3	0.1		68.2	14.0	0.0	70.7	65.0	67.0	49.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		74.7	5.3	0.1		68.2	14.0	0.0	70.7	65.0	67.0	49.0
LOS		E	A	A		E	B	A	E	E	E	D
Approach Delay			6.0				17.6			67.4		
Approach LOS			A				B			E		
Queue Length 50th (ft)		11	32	0		54	159	0	28	19	16	2
Queue Length 95th (ft)		m20	219	0		86	500	0	65	40	45	9
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		556	3308	1648		548	3529	1417	194	352	178	405
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.04	0.45	0.07		0.21	0.41	0.03	0.15	0.11	0.10	0.00

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47

	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	32.1%	32.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	13.0	13.0
Actuated g/C Ratio	0.09	0.09
v/c Ratio	0.01	0.02
Control Delay	49.2	49.0
Queue Delay	0.0	0.0
Total Delay	49.2	49.0
LOS	D	D
Approach Delay	49.1	
Approach LOS	D	
Queue Length 50th (ft)	2	2
Queue Length 95th (ft)	7	9
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	775	375
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.01	0.01

Intersection Summary

2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

05/23/2024

Intersection Signal Delay: 13.3

Intersection LOS: B







Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15













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

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1 29 s	 Ø2 (R) 41 s	 Ø4 45 s	 Ø3 25 s
 Ø5 29 s	 Ø6 (R) 41 s		

Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

FB NB Saturday Midday peak hour
 05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	5	1391	55	8	77	1321	46	66	
Future Volume (vph)	5	1391	55	8	77	1321	46	66	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			0.99		1.00		
Frt		0.994					0.921		
Flt Protected					0.950		0.980		
Satd. Flow (prot)	0	5050	0	0	1805	6408	1871	0	
Flt Permitted		0.933			0.950		0.980		
Satd. Flow (perm)	0	4712	0	0	1795	6408	1869	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		8					42		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	0%	2%	2%	0%	0%	2%	2%	0%	
Adj. Flow (vph)	5	1480	59	9	82	1405	49	70	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1544	0	0	91	1405	119	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	95.0	95.0		20.0	20.0	70.0	25.0		45.0
Total Split (%)	67.9%	67.9%		14.3%	14.3%	50.0%	17.9%		32%
Maximum Green (s)	88.0	88.0		13.3	13.3	63.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		96.2			10.8	96.0	11.6		
Actuated g/C Ratio		0.69			0.08	0.69	0.08		
v/c Ratio		0.48			0.65	0.32	0.62		
Control Delay		1.6			92.1	4.8	52.9		
Queue Delay		0.0			0.0	0.0	0.0		
Total Delay		1.6			92.1	4.8	52.9		
LOS		A			F	A	D		
Approach Delay		1.6				10.1	52.9		
Approach LOS		A				B	D		
Queue Length 50th (ft)		15			0	47	68		
Queue Length 95th (ft)		0			150	28	131		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3238			171	4394	268		
Starvation Cap Reductn		87			0	0	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.49			0.53	0.32	0.44		

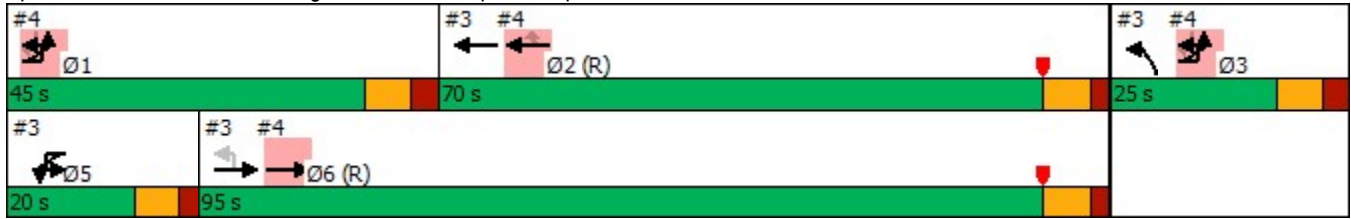
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65

Intersection Signal Delay: 7.6
 Intersection Capacity Utilization 72.1%
 Analysis Period (min) 15













Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB NB Saturday Midday peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	18	7	1451	1363	9	0	6			
Future Volume (vph)	18	7	1451	1363	9	0	6			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3498	5085	5136	1641	0	2897			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		2			
Confl. Bikes (#/hr)							1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	0%			
Adj. Flow (vph)	20	8	1577	1482	10	0	7			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	28	1577	1482	10	0	7			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						

Lanes, Volumes, Timings
 4: Hempstead Tpke & MSK Entrance

FB NB Saturday Midday peak hour
 05/23/2024

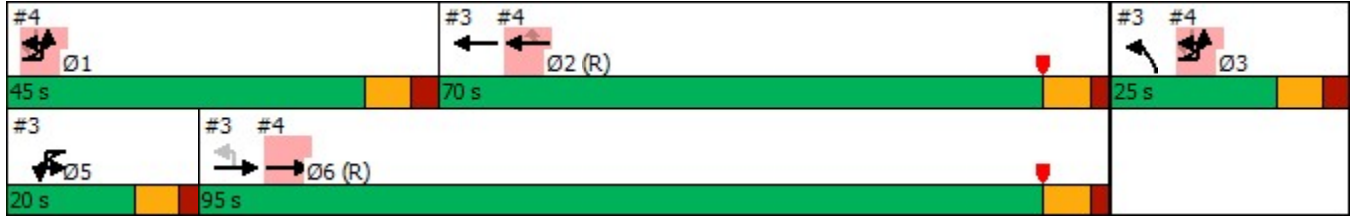
								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			95.0	70.0	70.0			45.0	25.0	20.0
Total Split (%)			67.9%	50.0%	50.0%			32%	18%	14%
Maximum Green (s)			88.0	63.0	63.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		29.3	96.2	96.0	96.0		29.3			
Actuated g/C Ratio		0.21	0.69	0.69	0.69		0.21			
v/c Ratio		0.04	0.45	0.42	0.01		0.01			
Control Delay		39.9	7.0	2.5	2.2		41.3			
Queue Delay		0.0	0.0	0.1	0.0		0.0			
Total Delay		39.9	7.0	2.6	2.2		41.3			
LOS		D	A	A	A		D			
Approach Delay			7.6	2.6		41.3				
Approach LOS			A	A		D				
Queue Length 50th (ft)		10	139	25	0		2			
Queue Length 95th (ft)		m19	158	38	m2		10			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1388	3492	3521	1125		1148			
Starvation Cap Reductn		0	0	581	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.45	0.50	0.01		0.01			

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 5.3
 Intersection Capacity Utilization 48.6%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	118	965	92	46	281	845	215	91	227	149	229
Future Volume (vph)	5	118	965	92	46	281	845	215	91	227	149	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.99		1.00		0.99	1.00	1.00		
Frt				0.850				0.850		0.942		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3124	5036	1492	0	3502	5085	1561	1557	3184	0	1572
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3120	5036	1471	0	3498	5085	1540	1555	3184	0	1572
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								226				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		2		2		4	2			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	4%	3%	1%	0%	0%	2%	0%	2%	3%	1%	1%
Adj. Flow (vph)	5	124	1016	97	48	296	889	226	96	239	157	241
Shared Lane Traffic (%)									10%			28%
Lane Group Flow (vph)	0	129	1016	97	0	344	889	226	86	406	0	174
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	267	122
Future Volume (vph)	267	122
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.99
Frt	0.995	0.850
Flt Protected	0.991	
Satd. Flow (prot)	3036	1407
Flt Permitted	0.991	
Satd. Flow (perm)	3036	1387
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	3%	1%
Adj. Flow (vph)	281	128
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	361	115
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	27.0	27.0	46.0	46.0	27.0	27.0	46.0		28.0	28.0		39.0
Total Split (%)	19.3%	19.3%	32.9%	32.9%	19.3%	19.3%	32.9%		20.0%	20.0%		27.9%
Maximum Green (s)	20.0	20.0	39.0	39.0	20.0	20.0	39.0		20.0	20.0		31.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			1	1			0					1
Act Effct Green (s)		10.2	48.7	48.7		17.5	56.0	140.0	19.9	19.9		24.0
Actuated g/C Ratio		0.07	0.35	0.35		0.12	0.40	1.00	0.14	0.14		0.17
v/c Ratio		0.57	0.58	0.19		0.79	0.44	0.15	0.39	0.90		0.65
Control Delay		66.8	48.4	45.7		94.7	31.5	0.2	60.3	82.3		64.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		66.8	48.4	45.7		94.7	31.5	0.2	60.3	82.3		64.8
LOS		E	D	D		F	C	A	E	F		E
Approach Delay			50.1				41.6					78.5
Approach LOS			D				D					E
Queue Length 50th (ft)		60	331	67		172	90	0	79	202		164
Queue Length 95th (ft)		99	312	115		211	339	0	141	#300		240
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		446	1750	511		500	2032	1540	222	454		348
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.29	0.58	0.19		0.69	0.44	0.15	0.39	0.89		0.50






Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	39.0	39.0
Total Split (%)	27.9%	27.9%
Maximum Green (s)	31.0	31.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	24.0	24.0
Actuated g/C Ratio	0.17	0.17
v/c Ratio	0.69	0.49
Control Delay	61.4	58.4
Queue Delay	0.0	0.0
Total Delay	61.4	58.4
LOS	E	E
Approach Delay	61.8	
Approach LOS	E	
Queue Length 50th (ft)	182	105
Queue Length 95th (ft)	229	167
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	672	307
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.54	0.37
Intersection Summary		

Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 52.5
 Intersection Capacity Utilization 86.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

 Ø1 27 s	 Ø2 (R) 46 s	 Ø3 28 s	 Ø4 39 s
 Ø5 27 s	 Ø6 (R) 46 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	103	0	116	2	2	3	1	157	399	2	3	1
Future Volume (vph)	103	0	116	2	2	3	1	157	399	2	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		115		285		110
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				70				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00			0.99			1.00		0.99		1.00
Frt		0.929			0.910					0.850		
Flt Protected		0.977		0.950				0.950				0.950
Satd. Flow (prot)	0	1725	0	1805	1713	0	0	1787	5036	1615	0	1805
Flt Permitted		0.847		0.571				0.309				0.490
Satd. Flow (perm)	0	1493	0	1085	1713	0	0	579	5036	1594	0	930
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			3					82		
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)	4					4		6		1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	112	0	126	2	2	3	1	171	434	2	3	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	238	0	2	5	0	0	172	434	2	0	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				32			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		20	30	6	20	20	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)									94			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)									0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	499	123
Future Volume (vph)	499	123
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	0.99	
Frt	0.970	
Flt Protected		
Satd. Flow (prot)	4922	0
Flt Permitted		
Satd. Flow (perm)	4922	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	53	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		6
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	542	134
Shared Lane Traffic (%)		
Lane Group Flow (vph)	676	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	20.0	20.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	28.0	28.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0				0.0	0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0				6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				0	0				0	0		
Act Effct Green (s)		12.7		12.7	12.7			39.3	37.6	37.6		28.3
Actuated g/C Ratio		0.20		0.20	0.20			0.61	0.58	0.58		0.44
v/c Ratio		0.66		0.01	0.01			0.31	0.15	0.00		0.01
Control Delay		25.8		23.0	18.2			7.6	7.5	0.0		7.2
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		25.8		23.0	18.2			7.6	7.5	0.0		7.2
LOS		C		C	B			A	A	A		A
Approach Delay		25.8			19.6				7.5			
Approach LOS		C			B				A			
Queue Length 50th (ft)		51		1	1			24	21	0		1
Queue Length 95th (ft)		150		6	10			63	66	0		4
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115		285		110
Base Capacity (vph)		1121		799	1263			662	3258	1060		773
Starvation Cap Reductn		0		0	0			0	0	0		0
Spillback Cap Reductn		0		0	0			0	0	0		0
Storage Cap Reductn		0		0	0			0	0	0		0
Reduced v/c Ratio		0.21		0.00	0.00			0.26	0.13	0.00		0.01

Intersection Summary


Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 64.4
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 14.1
 Intersection Capacity Utilization 61.9%





























Intersection LOS: B
 ICU Level of Service B

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	22.5	
Actuated g/C Ratio	0.35	
v/c Ratio	0.38	
Control Delay	15.9	
Queue Delay	0.0	
Total Delay	15.9	
LOS	B	
Approach Delay	15.8	
Approach LOS	B	
Queue Length 50th (ft)	61	
Queue Length 95th (ft)	119	
Internal Link Dist (ft)	313	
Turn Bay Length (ft)		
Base Capacity (vph)	3173	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.21	
Intersection Summary		













Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access

 Ø1	 Ø2	 Ø4
22 s	46 s	52 s
 Ø5	 Ø6	 Ø8
22 s	46 s	52 s

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	
Lane Configurations	 		 	 				  			 	 	
Traffic Volume (vph)	230	1	327	2	0	5	0	499	9	33	11	297	
Future Volume (vph)	230	1	327	2	0	5	0	499	9	33	11	297	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		700	0		0	0		0		140		
Storage Lanes	2		1	2		1	0		0		1		
Taper Length (ft)	0			0			0				90		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95	
Ped Bike Factor								1.00					
Frt			0.850			0.850		0.997					
Flt Protected	0.950			0.950							0.950		
Satd. Flow (prot)	3467	1900	1583	3502	0	1615	0	6388	0	0	1805	3610	
Flt Permitted	0.950			0.950							0.337		
Satd. Flow (perm)	3467	1900	1583	3502	0	1615	0	6388	0	0	640	3610	
Right Turn on Red			Yes			Yes			Yes				
Satd. Flow (RTOR)			337			100		2					
Link Speed (mph)		45			30			35				35	
Link Distance (ft)		988			464			581				476	
Travel Time (s)		15.0			10.5			11.3				9.3	
Confl. Bikes (#/hr)									3				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	2%	2%	0%	0%	0%	0%	
Adj. Flow (vph)	237	1	337	2	0	5	0	514	9	34	11	306	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	237	1	337	2	0	5	0	523	0	0	45	306	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left	
Median Width(ft)		24			42			24				24	
Link Offset(ft)		-6			25			-24				10	
Crosswalk Width(ft)		28			16			16				32	
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15		9	9	15		
Number of Detectors	1	1	1	1		1		2		1	1	2	
Detector Template						Right		Thru		Left		Thru	
Leading Detector (ft)	50	30	0	6		20		100		20	30	100	
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0	
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0	
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)								94				94	
Detector 2 Size(ft)								6				6	
Detector 2 Type								Cl+Ex				Cl+Ex	
Detector 2 Channel													
Detector 2 Extend (s)								0.0				0.0	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		0						0				0
Act Effct Green (s)	12.3	8.3	49.2	8.3		8.3		20.7			24.5	24.5
Actuated g/C Ratio	0.25	0.17	1.00	0.17		0.17		0.42			0.50	0.50
v/c Ratio	0.27	0.00	0.21	0.00		0.01		0.19			0.10	0.17
Control Delay	16.5	23.0	0.3	23.0		0.0		11.2			7.6	7.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	16.5	23.0	0.3	23.0		0.0		11.2			7.6	7.4
LOS	B	C	A	C		A		B			A	A
Approach Delay		7.0			6.6			11.2				7.4
Approach LOS		A			A			B				A
Queue Length 50th (ft)	23	0	0	0		0		18			5	19
Queue Length 95th (ft)	58	4	0	3		0		65			23	54
Internal Link Dist (ft)		908			384			501				396
Turn Bay Length (ft)			700								140	
Base Capacity (vph)	3466	1198	1583	2207		1055		5369			1517	3610
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.07	0.00	0.21	0.00		0.00		0.10			0.03	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 49.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.27
 Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 53.3%

Intersection LOS: A
 ICU Level of Service A



Lane Group SBR



















- Turn Type
- Protected Phases
- Permitted Phases
- Detector Phase
- Switch Phase
- Minimum Initial (s)
- Minimum Split (s)
- Total Split (s)
- Total Split (%)
- Maximum Green (s)
- Yellow Time (s)
- All-Red Time (s)
- Lost Time Adjust (s)
- Total Lost Time (s)
- Lead/Lag
- Lead-Lag Optimize?
- Vehicle Extension (s)
- Recall Mode
- Walk Time (s)
- Flash Dont Walk (s)
- Pedestrian Calls (#/hr)
- Act Effct Green (s)
- Actuated g/C Ratio
- v/c Ratio
- Control Delay
- Queue Delay
- Total Delay
- LOS
- Approach Delay
- Approach LOS
- Queue Length 50th (ft)
- Queue Length 95th (ft)
- Internal Link Dist (ft)
- Turn Bay Length (ft)
- Base Capacity (vph)
- Starvation Cap Reductn
- Spillback Cap Reductn
- Storage Cap Reductn
- Reduced v/c Ratio

Intersection Summary













Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	293	291	13	7	310	27	0	0	38
Future Volume (vph)	0	0	0	293	291	13	7	310	27	0	0	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt					0.999	0.850						0.979
Flt Protected				0.950	0.987			0.950				
Satd. Flow (prot)	0	0	0	1626	3191	1470	0	3468	3610	0	0	3527
Flt Permitted				0.950	0.987			0.950				
Satd. Flow (perm)	0	0	0	1626	3191	1470	0	3461	3610	0	0	3527
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						7
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	341	338	15	8	360	31	0	0	44
Shared Lane Traffic (%)				35%		10%						
Lane Group Flow (vph)	0	0	0	222	459	13	0	368	31	0	0	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	6	
Future Volume (vph)	6	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.86	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	7	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				27.7	32.3	32.3		17.2	25.6			12.0
Actuated g/C Ratio				0.37	0.43	0.43		0.23	0.34			0.16
v/c Ratio				0.37	0.36	0.02		0.46	0.03			0.09
Control Delay				25.8	16.9	0.1		32.2	20.4			36.2
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				25.8	16.9	0.1		32.2	20.4			36.2
LOS				C	B	A		C	C			D
Approach Delay					19.4				31.3			36.2
Approach LOS					B				C			D
Queue Length 50th (ft)				80	87	0		82	4			10
Queue Length 95th (ft)				256	137	0		181	20			37
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				908	1909	1319		1383	3031			1972
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.24	0.24	0.01		0.27	0.01			0.03

Intersection Summary

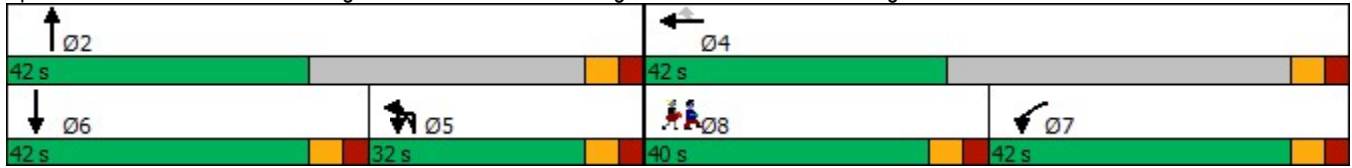
Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 74.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 24.3
 Intersection Capacity Utilization 47.7%











Intersection LOS: C
 ICU Level of Service A

Lane Group	SBR	Ø8
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	467	24	0	663	0	54
Future Volume (vph)	467	24	0	663	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.81	0.81	1.00	0.86	1.00	0.88
Ped Bike Factor						
Frt	0.999	0.850				0.850
Flt Protected						
Satd. Flow (prot)	6029	1258	0	6471	0	2787
Flt Permitted						
Satd. Flow (perm)	6029	1258	0	6471	0	2787
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	256	
Travel Time (s)	9.8			1.9	5.8	
Confl. Peds. (#/hr)		3	3			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	2%	4%	2%	1%	2%	2%
Adj. Flow (vph)	556	29	0	789	0	64
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	559	26	0	789	0	64
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 17.5% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	521	616	16	0	47
Future Volume (vph)	0	521	616	16	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.81	0.86	0.86	1.00	1.00
Frt			0.996			0.865
Flt Protected						
Satd. Flow (prot)	0	7544	6447	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	7544	6447	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	0	620	733	19	0	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	620	752	0	0	56
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	












Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.2% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	168	0	51	456	575	144
Future Volume (vph)	168	0	51	456	575	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3367	0	1736	3505	3539	1568
Flt Permitted	0.950		0.426			
Satd. Flow (perm)	3367	0	778	3505	3539	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						148
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	4%	3%	2%	3%
Adj. Flow (vph)	173	0	53	470	593	148
Shared Lane Traffic (%)						
Lane Group Flow (vph)	173	0	53	470	593	148
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	8.5		31.2	29.2	23.0	23.0
Actuated g/C Ratio	0.17		0.63	0.59	0.46	0.46
v/c Ratio	0.30		0.09	0.23	0.36	0.18
Control Delay	19.8		5.0	5.3	10.9	3.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.8		5.0	5.3	10.9	3.2
LOS	B		A	A	B	A
Approach Delay	19.8			5.3	9.3	
Approach LOS	B			A	A	
Queue Length 50th (ft)	23		5	27	64	0
Queue Length 95th (ft)	46		16	48	105	27
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1708		991	3006	1629	801
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.10		0.05	0.16	0.36	0.18

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 49.9
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay: 9.1
 Intersection LOS: A

Intersection Capacity Utilization 42.0%
 Analysis Period (min) 15






























ICU Level of Service A

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave















Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

FB NB Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		  				  		 	 		 	 
Traffic Volume (vph)	186	1145	262	5	56	1159	140	299	305	81	127	333
Future Volume (vph)	186	1145	262	5	56	1159	140	299	305	81	127	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00				1.00	1.00			1.00		1.00	
Frt			0.850			0.984			0.968			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1752	5036	1615	0	1772	6338	0	3502	3426	0	3400	3574
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1752	5036	1615	0	1771	6338	0	3502	3426	0	3389	3574
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	2		3		3		2			5	5	
Confl. Bikes (#/hr)										2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	0%	0%	2%	1%	4%	0%	2%	0%	3%	1%
Adj. Flow (vph)	192	1180	270	5	58	1195	144	308	314	84	131	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	1180	270	0	63	1339	0	308	398	0	131	343
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	174
Future Volume (vph)	174
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	2%
Adj. Flow (vph)	179
Shared Lane Traffic (%)	
Lane Group Flow (vph)	179
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	32.0	44.0		32.0	32.0	44.0		26.0	38.0		26.0	38.0
Total Split (%)	22.9%	31.4%		22.9%	22.9%	31.4%		18.6%	27.1%		18.6%	27.1%
Maximum Green (s)	24.7	37.0		24.7	24.7	37.0		19.0	30.0		19.0	30.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				2			1			1
Act Effct Green (s)	19.9	66.7	89.9		10.3	54.4		16.2	26.6		9.8	20.2
Actuated g/C Ratio	0.14	0.48	0.64		0.07	0.39		0.12	0.19		0.07	0.14
v/c Ratio	0.77	0.49	0.26		0.48	0.54		0.76	0.61		0.55	0.67
Control Delay	77.7	28.6	13.9		82.1	37.2		72.5	55.4		71.5	62.5
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	77.7	28.6	13.9		82.1	37.2		72.5	55.4		71.5	62.5
LOS	E	C	B		F	D		E	E		E	E
Approach Delay		31.9				39.2			62.9			56.6
Approach LOS		C				D			E			E
Queue Length 50th (ft)	170	270	102		48	362		141	178		60	160
Queue Length 95th (ft)	250	394	200		113	418		190	213		93	194
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	309	2398	1069		312	2461		475	764		461	765
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.62	0.49	0.25		0.20	0.54		0.65	0.52		0.28	0.45

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 137 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	47.5
Actuated g/C Ratio	0.34
v/c Ratio	0.33
Control Delay	34.5
Queue Delay	0.0
Total Delay	34.5
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	123
Queue Length 95th (ft)	157
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	590
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.30

Intersection Summary

Intersection Signal Delay: 42.8
 Intersection Capacity Utilization 82.2%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 12: Merrick Ave & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 44 s	 Ø3 26 s	 Ø4 38 s
 Ø5 32 s	 Ø6 (R) 44 s	 Ø7 26 s	 Ø8 38 s









Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

FB NB Saturday Midday peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	8	1328	22	27	20	1352	0	0	
Future Volume (vph)	8	1328	22	27	20	1352	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.998							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4905	0	0	1685	4964	0	0	
Flt Permitted	0.181				0.182				
Satd. Flow (perm)	321	4905	0	0	322	4964	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		4							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			9		9				
Confl. Bikes (#/hr)			1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	2%	0%	0%	0%	1%	2%	2%	
Adj. Flow (vph)	8	1369	23	28	21	1394	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	8	1392	0	0	49	1394	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke




FB NB Saturday Midday peak hour
 05/23/2024

									
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø3
Detector Phase	2	2		6	6	6			
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	37.0	37.0		37.0	37.0	37.0			33.0
Total Split (%)	52.9%	52.9%		52.9%	52.9%	52.9%			47%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									5
Act Effct Green (s)	62.0	62.0			62.0	62.0			
Actuated g/C Ratio	0.89	0.89			0.89	0.89			
v/c Ratio	0.03	0.32			0.17	0.32			
Control Delay	8.2	9.9			2.9	2.5			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	8.2	9.9			2.9	2.5			
LOS	A	A			A	A			
Approach Delay		9.9				2.5			
Approach LOS		A				A			
Queue Length 50th (ft)	0	0			0	1			
Queue Length 95th (ft)	m12	512			5	83			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	284	4345			285	4397			
Starvation Cap Reductn	0	0			0	0			
Spillback Cap Reductn	0	0			0	0			
Storage Cap Reductn	0	0			0	0			
Reduced v/c Ratio	0.03	0.32			0.17	0.32			

Intersection Summary

















Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 31 (44%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.32
 Intersection Signal Delay: 6.2
 Intersection Capacity Utilization 44.9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.









Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R)	 Ø3
37 s	33 s
 Ø6 (R)	
37 s	

Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

FB NB Saturday Midday peak hour
 05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations		 				 		
Traffic Volume (vph)	67	1319	54	8	13	1226	45	15
Future Volume (vph)	67	1319	54	8	13	1226	45	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99
Frt		0.994						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1770	5053	0	0	1805	5136	1805	1615
Flt Permitted	0.208				0.950		0.950	
Satd. Flow (perm)	387	5053	0	0	1796	5136	1805	1593
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		11						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			7		7			1
Confl. Bikes (#/hr)								1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	69	1360	56	8	13	1264	46	15
Shared Lane Traffic (%)								
Lane Group Flow (vph)	69	1416	0	0	21	1264	46	15
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	38.0	38.0		12.0	12.0	50.0	20.0	20.0
Total Split (%)	54.3%	54.3%		17.1%	17.1%	71.4%	28.6%	28.6%
Maximum Green (s)	31.0	31.0		7.0	7.0	43.0	13.0	13.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							2	2
Act Effct Green (s)	53.6	53.6			5.6	55.9	8.0	8.0
Actuated g/C Ratio	0.77	0.77			0.08	0.80	0.11	0.11
v/c Ratio	0.23	0.37			0.15	0.31	0.22	0.08
Control Delay	13.8	8.7			20.1	8.7	29.5	26.7
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	13.8	8.7			20.1	8.7	29.5	26.7
LOS	B	A			C	A	C	C
Approach Delay		8.9				8.9	28.8	
Approach LOS		A				A	C	
Queue Length 50th (ft)	5	38			13	147	19	6
Queue Length 95th (ft)	62	285			m20	372	43	20
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	296	3870			180	4104	335	295
Starvation Cap Reductn	0	0			0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.23	0.37			0.12	0.31	0.14	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 23 (33%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.37

Intersection Signal Delay: 9.3
 Intersection Capacity Utilization 54.4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke



Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke













FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	33	1066	203	4	99	952	277	283	155	63	307
Future Volume (vph)	2	33	1066	203	4	99	952	277	283	155	63	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor		1.00	1.00			1.00				1.00		1.00
Frt			0.976					0.850		0.957		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1651	4762	0	0	1745	4916	1546	3385	1751	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1648	4762	0	0	1744	4916	1546	3385	1751	0	3382
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)		6		3		3		6			1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	3%	0%	0%	0%	2%	1%	0%	0%	0%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	2	35	1122	214	4	104	1002	292	298	163	66	323
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	1336	0	0	108	1002	292	298	229	0	323
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	
Traffic Volume (vph)	152	42
Future Volume (vph)	152	42
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.968	
Flt Protected		
Satd. Flow (prot)	1753	0
Flt Permitted		
Satd. Flow (perm)	1753	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	3%
Parking (#/hr)		
Adj. Flow (vph)	160	44
Shared Lane Traffic (%)		
Lane Group Flow (vph)	204	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB NB Saturday Midday peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	2 7	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	2 7	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0
Total Split (s)	22.0	22.0	44.0		22.0	22.0	44.0		34.0	34.0		40.0
Total Split (%)	15.7%	15.7%	31.4%		15.7%	15.7%	31.4%		24.3%	24.3%		28.6%
Maximum Green (s)	15.0	15.0	36.0		14.0	14.0	36.0		26.0	26.0		32.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0				8.0	8.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			0				0					2
Act Effct Green (s)		7.7	48.5			14.0	58.2	89.1	22.6	22.6		22.9
Actuated g/C Ratio		0.06	0.35			0.10	0.42	0.64	0.16	0.16		0.16
v/c Ratio		0.41	0.81			0.62	0.49	0.30	0.54	0.81		0.58
Control Delay		84.9	35.1			76.7	34.1	14.1	57.3	78.0		57.6
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		84.9	35.1			76.7	34.1	14.1	57.3	78.0		57.6
LOS		F	D			E	C	B	E	E		E
Approach Delay			36.4				33.2			66.3		
Approach LOS			D				C			E		
Queue Length 50th (ft)		29	420			96	251	120	129	202		142
Queue Length 95th (ft)		68	#587			#165	354	197	174	294		177
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		176	1648			174	2042	1084	635	328		773
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.21	0.81			0.62	0.49	0.27	0.47	0.70		0.42

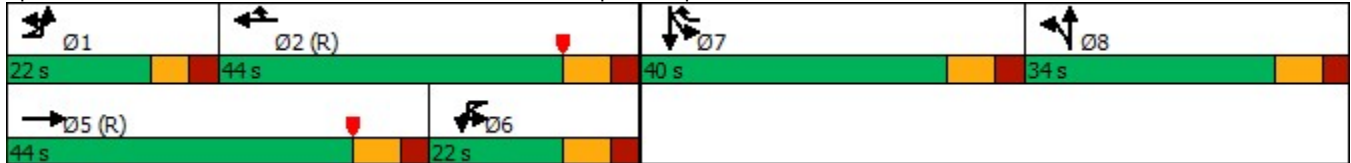
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated



Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	13.0	
Total Split (s)	40.0	
Total Split (%)	28.6%	
Maximum Green (s)	32.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	2	
Act Effct Green (s)	22.9	
Actuated g/C Ratio	0.16	
v/c Ratio	0.71	
Control Delay	68.4	
Queue Delay	0.0	
Total Delay	68.4	
LOS	E	
Approach Delay	61.8	
Approach LOS	E	
Queue Length 50th (ft)	179	
Queue Length 95th (ft)	247	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	400	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.51	
Intersection Summary		

Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 42.8
 Intersection Capacity Utilization 81.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	2	45	0	121	0	8	23	3	58	596	7	2
Future Volume (vph)	2	45	0	121	0	8	23	3	58	596	7	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	11	12	12	12
Storage Length (ft)		0		0	0		0		420		0	
Storage Lanes		0		2	0		0		2		0	
Taper Length (ft)		0		0	0		0		80		0	
Lane Util. Factor	1.00	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95
Ped Bike Factor									1.00	1.00		
Frt				0.850		0.901				0.998		
Flt Protected			0.950						0.950			
Satd. Flow (prot)	0	0	1771	2814	0	1712	0	0	3322	3567	0	0
Flt Permitted			0.735						0.307			
Satd. Flow (perm)	0	0	1370	2814	0	1712	0	0	1073	3567	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				113		25				2		
Link Speed (mph)			40			30				40		
Link Distance (ft)			756			287				1121		
Travel Time (s)			12.9			6.5				19.1		
Confl. Peds. (#/hr)									2		3	
Confl. Bikes (#/hr)											1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	1%	0%	0%	0%	0%	2%	1%	0%	0%
Adj. Flow (vph)	2	48	0	130	0	9	25	3	62	641	8	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	50	130	0	34	0	0	65	649	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA
Median Width(ft)			12			0				36		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			24			16				28		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	9
Number of Detectors	0	1	1	1	1	2		1	1	2		1
Detector Template		Left			Left			Left		Thru		Left
Leading Detector (ft)	0	20	30	25	20	22		20	25	100		20
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Size(ft)	0	20	30	25	20	6		20	25	6		20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						12				94		
Detector 2 Size(ft)						10				6		
Detector 2 Type						Cl+Ex				Cl+Ex		

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	18	609	20
Future Volume (vph)	18	609	20
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Storage Length (ft)	105		0
Storage Lanes	1		0
Taper Length (ft)	70		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00	
Frt		0.995	
Flt Protected	0.950		
Satd. Flow (prot)	1805	3556	0
Flt Permitted	0.405		
Satd. Flow (perm)	768	3556	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		4	
Link Speed (mph)		40	
Link Distance (ft)		822	
Travel Time (s)		14.0	
Confl. Peds. (#/hr)	3		2
Confl. Bikes (#/hr)			
Peak Hour Factor	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%
Adj. Flow (vph)	19	655	22
Shared Lane Traffic (%)			
Lane Group Flow (vph)	21	677	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		32	
Link Offset(ft)		0	
Crosswalk Width(ft)		40	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	
Detector Template		Thru	
Leading Detector (ft)	25	100	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	25	6	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA	custom		NA			pm+pt	pm+pt	NA		Perm
Protected Phases		4			8			5	5	2		
Permitted Phases	4		4 5	8				2	2			6
Detector Phase	4	4	4 5	8	8			5	5	2		6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0			6.0	6.0	20.0		20.0
Minimum Split (s)	12.0	12.0		12.0	12.0			11.0	11.0	26.0		26.0
Total Split (s)	31.0	31.0		31.0	31.0			25.0	25.0	34.0		34.0
Total Split (%)	34.4%	34.4%		34.4%	34.4%			27.8%	27.8%	37.8%		37.8%
Maximum Green (s)	25.0	25.0		25.0	25.0			20.0	20.0	28.0		28.0
Yellow Time (s)	4.0	4.0		4.0	4.0			3.0	3.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0			0.0				0.0	0.0		
Total Lost Time (s)		6.0			6.0				5.0	6.0		
Lead/Lag								Lead	Lead			Lag
Lead-Lag Optimize?								Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	0.2		0.2
Recall Mode	None	None		None	None			None	None	Min		Min
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	22.0	22.0		22.0	22.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		10.4	19.4		10.4				35.0	35.5		
Actuated g/C Ratio		0.19	0.36		0.19				0.65	0.66		
v/c Ratio		0.19	0.12		0.10				0.07	0.28		
Control Delay		19.1	3.1		9.6				6.9	7.3		
Queue Delay		0.0	0.0		0.0				0.0	0.0		
Total Delay		19.1	3.1		9.6				6.9	7.3		
LOS		B	A		A				A	A		
Approach Delay		7.5			9.6					7.3		
Approach LOS		A			A					A		
Queue Length 50th (ft)		13	1		2				3	38		
Queue Length 95th (ft)		36	13		19				18	144		
Internal Link Dist (ft)		676			207					1041		
Turn Bay Length (ft)									420			
Base Capacity (vph)		683	1869		865				1571	3350		
Starvation Cap Reductn		0	0		0				0	0		
Spillback Cap Reductn		0	0		0				0	0		
Storage Cap Reductn		0	0		0				0	0		
Reduced v/c Ratio		0.07	0.07		0.04				0.04	0.19		

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 53.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.38

Lane Group	SBL	SBT	SBR
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	Perm	NA	
Protected Phases		6	
Permitted Phases	6		
Detector Phase	6	6	
Switch Phase			
Minimum Initial (s)	20.0	20.0	
Minimum Split (s)	26.0	26.0	
Total Split (s)	34.0	34.0	
Total Split (%)	37.8%	37.8%	
Maximum Green (s)	28.0	28.0	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	0.2	0.2	
Recall Mode	Min	Min	
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)	26.5	26.5	
Actuated g/C Ratio	0.49	0.49	
v/c Ratio	0.06	0.38	
Control Delay	15.9	14.9	
Queue Delay	0.0	0.0	
Total Delay	15.9	14.9	
LOS	B	B	
Approach Delay		14.9	
Approach LOS		B	
Queue Length 50th (ft)	4	73	
Queue Length 95th (ft)	24	205	
Internal Link Dist (ft)		742	
Turn Bay Length (ft)	105		
Base Capacity (vph)	466	2160	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.05	0.31	
Intersection Summary			

Intersection Signal Delay: 10.6
 Intersection Capacity Utilization 51.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	17	46	996	75	29	43	887	104	64	20	50	105
Future Volume (vph)	17	46	996	75	29	43	887	104	64	20	50	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.95		0.99		0.98		0.98	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1634	5085	1507	0	1784	5085	1507	0	1682	1507	1685
Flt Permitted		0.950				0.950				0.772		0.701
Satd. Flow (perm)	0	1631	5085	1437	0	1761	5085	1484	0	1323	1487	1241
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		4		20		20		4	32		2	2
Confl. Bikes (#/hr)				1				1				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	2%	2%	0%	0%	2%	2%	0%	2%	0%	0%	0%
Adj. Flow (vph)	18	47	1027	77	30	44	914	107	66	21	52	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	1027	77	0	74	914	107	0	87	52	108
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	9	46
Future Volume (vph)	9	46
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.96
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1452
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		32
Confl. Bikes (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	9	47
Shared Lane Traffic (%)		
Lane Group Flow (vph)	9	47
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	32.0	32.0	61.0	61.0	32.0	32.0	61.0	61.0	47.0	47.0	47.0	47.0
Total Split (%)	22.9%	22.9%	43.6%	43.6%	22.9%	22.9%	43.6%	43.6%	33.6%	33.6%	33.6%	33.6%
Maximum Green (s)	26.0	26.0	53.0	53.0	26.0	26.0	53.0	53.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									7	7	7	1
Act Effct Green (s)		10.6	89.8	89.8		10.5	89.7	89.7		20.3	20.3	20.3
Actuated g/C Ratio		0.08	0.64	0.64		0.08	0.64	0.64		0.14	0.14	0.14
v/c Ratio		0.53	0.32	0.08		0.55	0.28	0.11		0.45	0.24	0.60
Control Delay		68.4	16.3	18.9		88.5	6.5	7.0		59.4	51.6	67.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		68.4	16.3	18.9		88.5	6.5	7.0		59.4	51.6	67.5
LOS		E	B	B		F	A	A		E	D	E
Approach Delay			19.4				12.1			56.5		
Approach LOS			B				B			E		
Queue Length 50th (ft)		62	87	18		67	63	20		75	44	96
Queue Length 95th (ft)		108	287	89		128	74	33		111	72	135
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		303	3260	921		331	3257	951		368	414	345
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.21	0.32	0.08		0.22	0.28	0.11		0.24	0.13	0.31

Intersection Summary


Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	47.0	47.0
Total Split (%)	33.6%	33.6%
Maximum Green (s)	39.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	20.3	20.3
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.04	0.22
Control Delay	44.7	51.0
Queue Delay	0.0	0.0
Total Delay	44.7	51.0
LOS	D	D
Approach Delay	61.5	
Approach LOS	E	
Queue Length 50th (ft)	7	39
Queue Length 95th (ft)	21	66
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	493	404
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.02	0.12
Intersection Summary		

Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 21.0
 Intersection Capacity Utilization 89.4%
 Analysis Period (min) 15






















Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 61 s	 Ø4 47 s
 Ø5 32 s	 Ø6 (R) 61 s	 Ø8 47 s

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

FB NB Saturday Midday peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	146	1020	7	4	7	874	128	7	15	17	93	4
Future Volume (vph)	146	1020	7	4	7	874	128	7	15	17	93	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0	125	
Storage Lanes	2		1		1		1	0		0	1	
Taper Length (ft)	135				85			0			65	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95
Ped Bike Factor	1.00		0.98		1.00		0.97		1.00			0.98
Fr			0.850				0.850		0.941			0.858
Flt Protected	0.950				0.950				0.992		0.950	
Satd. Flow (prot)	3213	3505	1417	0	1805	3539	1553	0	1774	0	3502	1496
Flt Permitted	0.950				0.950				0.923		0.950	
Satd. Flow (perm)	3200	3505	1383	0	1799	3539	1512	0	1649	0	3502	1496
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							136					
Link Speed (mph)		40				40			30			40
Link Distance (ft)		498				580			260			400
Travel Time (s)		8.5				9.9			5.9			6.8
Confl. Peds. (#/hr)	11		3		3		11	5				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	9%	3%	14%	0%	0%	2%	4%	0%	0%	0%	0%	0%
Adj. Flow (vph)	155	1085	7	4	7	930	136	7	16	18	99	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	1085	7	0	11	930	136	0	41	0	99	71
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		44				56			0			40
Link Offset(ft)		11				0			-5			-15
Crosswalk Width(ft)		48				30			30			30
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2
Detector Template		Thru	Right	Left		Thru	Right	Left				
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35		35	35
Detector 2 Size(ft)	20	6			20	6			20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0

Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	128	
Future Volume (vph)	128	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor	0.98	
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1504	
Flt Permitted		
Satd. Flow (perm)	1479	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	5	
Peak Hour Factor	0.94	
Heavy Vehicles (%)	2%	
Adj. Flow (vph)	136	
Shared Lane Traffic (%)	49%	
Lane Group Flow (vph)	69	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	58.0	58.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	14.3%	41.4%	41.4%	14.3%	14.3%			15.0%	15.0%		29.3%	29.3%
Maximum Green (s)	13.0	51.0	51.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											4	4
Act Effct Green (s)	11.1	80.9	80.9		10.7	80.5	102.4		7.9		14.8	14.8
Actuated g/C Ratio	0.08	0.58	0.58		0.08	0.58	0.73		0.06		0.11	0.11
v/c Ratio	0.61	0.54	0.01		0.08	0.46	0.12		0.44		0.27	0.45
Control Delay	72.4	22.7	20.9		52.7	13.2	3.9		77.6		56.6	64.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	72.4	22.7	20.9		52.7	13.2	3.9		77.6		56.6	64.7
LOS	E	C	C		D	B	A		E		E	E
Approach Delay		28.9				12.4			77.6			61.2
Approach LOS		C				B			E			E
Queue Length 50th (ft)	71	300	3		9	102	0		37		44	67
Queue Length 95th (ft)	107	552	15		33	506	101		76		61	101
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	305	2026	799		167	2094	1301		164		850	363
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0	0	0		0		0	0
Reduced v/c Ratio	0.51	0.54	0.01		0.07	0.44	0.10		0.25		0.12	0.20

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 25.8
 Intersection LOS: C

Lane Group	SBR	Ø2
Turn Type	Perm	
Protected Phases		2
Permitted Phases	4	
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	38.0
Total Split (%)	29.3%	27%
Maximum Green (s)	34.0	31.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	4	0
Act Effct Green (s)	14.8	
Actuated g/C Ratio	0.11	
v/c Ratio	0.44	
Control Delay	64.4	
Queue Delay	0.0	
Total Delay	64.4	
LOS	E	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	65	
Queue Length 95th (ft)	98	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	359	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.19	
Intersection Summary		

Intersection Capacity Utilization 68.6%
 Analysis Period (min) 15

ICU Level of Service C













Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke



Lanes, Volumes, Timings
19: Merrick Ave & Front St

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	303	135	140	259	88	161	461	204	133	484	119
Future Volume (vph)	95	303	135	140	259	88	161	461	204	133	484	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00	1.00		1.00	0.99		1.00		0.98
Frt			0.850		0.962			0.954				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	1739	1478	1685	3151	0	1652	3250	0	1728	3574	1561
Flt Permitted	0.530			0.342			0.402			0.270		
Satd. Flow (perm)	903	1739	1458	606	3151	0	698	3250	0	489	3574	1536
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		26							
Link Speed (mph)		40			40			40				40
Link Distance (ft)		552			635			457				1121
Travel Time (s)		9.4			10.8			7.8				19.1
Confl. Peds. (#/hr)	1		1	1		1	2		5	5		2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	2%	0%	2%	4%	2%	1%	2%	1%	1%	0%
Parking (#/hr)									0			
Adj. Flow (vph)	99	316	141	146	270	92	168	480	213	139	504	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	316	141	146	362	0	168	693	0	139	504	124
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13				11
Link Offset(ft)		0			-12			0				-5
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	20.0		5.0	20.0	20.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	28.0		10.0	28.0	28.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		1	1		2			0			0	0
Act Effct Green (s)	40.4	27.9	27.9	43.5	29.5		51.2	37.0		51.3	37.0	37.0
Actuated g/C Ratio	0.35	0.24	0.24	0.38	0.26		0.45	0.32		0.45	0.32	0.32
v/c Ratio	0.26	0.74	0.33	0.44	0.43		0.41	0.66		0.41	0.43	0.25
Control Delay	24.8	53.4	15.9	27.4	35.7		20.6	37.4		20.8	32.6	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	24.8	53.4	15.9	27.4	35.7		20.6	37.4		20.8	32.6	31.8
LOS	C	D	B	C	D		C	D		C	C	C
Approach Delay		38.8			33.3			34.1			30.3	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	44	213	23	67	107		68	230		55	153	67
Queue Length 95th (ft)	97	386	90	137	186		128	347		106	238	134
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	468	553	532	405	1043		477	2070		417	2276	978
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.21	0.57	0.27	0.36	0.35		0.35	0.33		0.33	0.22	0.13

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 113.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74

Intersection Signal Delay: 33.8
 Intersection Capacity Utilization 72.7%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 19: Merrick Ave & Front St

↙ Ø1	↔ Ø2	↘ Ø3	↓ Ø4
21 s	43 s	21 s	78 s
↗ Ø5	← Ø6	↙ Ø7	↑ Ø8
21 s	43 s	21 s	78 s

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	381	122	163	346	48	149	307	173	53	290	62
Future Volume (vph)	101	381	122	163	346	48	149	307	173	53	290	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.96		0.93	0.98	0.99			0.98		0.98	0.99	
Frt			0.850		0.982			0.946			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1881	1599	1787	1809	0	1787	1712	0	1736	1785	0
Flt Permitted	0.519			0.241			0.236			0.478		
Satd. Flow (perm)	947	1881	1486	446	1809	0	444	1712	0	859	1785	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								24			8	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	24		17	17		24	15		14	14		15
Confl. Bikes (#/hr)			1						1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	1%	2%	2%	1%	3%	2%	4%	3%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	106	401	128	172	364	51	157	323	182	56	305	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	401	128	172	415	0	157	505	0	56	370	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

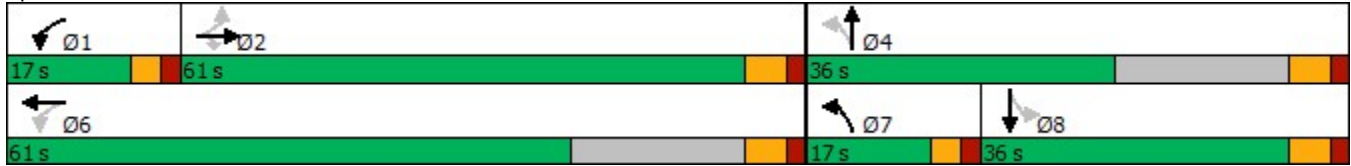
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4				8
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0		12.0
Minimum Split (s)	28.0	28.0	28.0	10.0	28.0		10.0	28.0		28.0		28.0
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0		36.0
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%		27.5%
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes		Yes
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0		3.0
Recall Mode	Min	Min	Min	None	Min		None	None		None		None
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0		7.0
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0		15.0
Pedestrian Calls (#/hr)	5	5	5		5			6		8		8
Act Effct Green (s)	28.2	28.2	28.2	43.5	42.5		41.7	40.6		25.1		25.1
Actuated g/C Ratio	0.29	0.29	0.29	0.46	0.44		0.44	0.42		0.26		0.26
v/c Ratio	0.38	0.72	0.29	0.52	0.52		0.46	0.68		0.25		0.78
Control Delay	32.5	39.1	29.0	22.0	22.0		23.5	28.4		34.9		46.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	32.5	39.1	29.0	22.0	22.0		23.5	28.4		34.9		46.7
LOS	C	D	C	C	C		C	C		C		D
Approach Delay		36.0			22.0			27.2				45.2
Approach LOS		D			C			C				D
Queue Length 50th (ft)	53	226	62	64	185		57	230		27		206
Queue Length 95th (ft)	108	354	118	111	284		125	439		73		#408
Internal Link Dist (ft)		290			386			258				291
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	566	1124	888	377	1393		368	886		280		587
Starvation Cap Reductn	0	0	0	0	0		0	0		0		0
Spillback Cap Reductn	0	0	0	0	0		0	0		0		0
Storage Cap Reductn	0	0	0	0	0		0	0		0		0
Reduced v/c Ratio	0.19	0.36	0.14	0.46	0.30		0.43	0.57		0.20		0.63

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 95.6
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78

Intersection Signal Delay: 31.6
 Intersection Capacity Utilization 86.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: Uniondale Ave & Front St















Lanes, Volumes, Timings
21: California Ave & Front St

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	582	10	9	514	32	19	20	8	27	28	22
Future Volume (vph)	27	582	10	9	514	32	19	20	8	27	28	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.998			0.991			0.978			0.961	
Flt Protected	0.950			0.950				0.980			0.983	
Satd. Flow (prot)	1685	1752	0	1685	1738	0	0	1935	0	0	1988	0
Flt Permitted	0.422			0.391				0.831			0.864	
Satd. Flow (perm)	747	1752	0	691	1738	0	0	1635	0	0	1745	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	7		13	13		7	4		2	2		4
Confl. Bikes (#/hr)			2			2						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	4%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	28	606	10	9	535	33	20	21	8	28	29	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	616	0	9	568	0	0	49	0	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
 21: California Ave & Front St

FB NB Saturday Midday peak hour
 05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex				Cl+Ex		Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2		6		6		8		8		4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		15.5	15.5		15.5	15.5	
Total Split (s)	61.0	61.0		61.0	61.0		28.5	28.5		28.5	28.5	
Total Split (%)	68.2%	68.2%		68.2%	68.2%		31.8%	31.8%		31.8%	31.8%	
Maximum Green (s)	55.0	55.0		55.0	55.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)							4	4		2	2	
Act Effct Green (s)	40.5	40.5		40.5	40.5			11.8			11.8	
Actuated g/C Ratio	0.75	0.75		0.75	0.75			0.22			0.22	
v/c Ratio	0.05	0.47		0.02	0.43			0.14			0.21	
Control Delay	5.8	7.6		5.6	7.2			20.4			20.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.8	7.6		5.6	7.2			20.4			20.8	
LOS	A	A		A	A			C			C	
Approach Delay		7.5			7.2			20.4			20.8	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	3	102		1	91			12			21	
Queue Length 95th (ft)	15	254		7	226			45			65	
Internal Link Dist (ft)		178			181			328			459	
Turn Bay Length (ft)	45			50								
Base Capacity (vph)	704	1652		652	1639			736			785	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.04	0.37		0.01	0.35			0.07			0.10	

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 53.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 8.7

Intersection Capacity Utilization 50.1%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	55	684	0	383	550	21	4	50	149	0	28	202
Future Volume (vph)	55	684	0	383	550	21	4	50	149	0	28	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.97				1.00							1.00
Frt					0.994							0.970
Flt Protected	0.950			0.950				0.950				0.995
Satd. Flow (prot)	1805	3438	0	1770	3543	0	0	1742	1881	0	0	3390
Flt Permitted	0.430			0.282				0.499				0.893
Satd. Flow (perm)	790	3438	0	525	3543	0	0	915	1881	0	0	3043
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	46					46						
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	0%	2%	1%	0%	25%	2%	1%	0%	4%	3%
Adj. Flow (vph)	57	705	0	395	567	22	4	52	154	0	29	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	705	0	395	589	0	0	56	154	0	0	297
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		20	20	30		20	6
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	58
Future Volume (vph)	58
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Adj. Flow (vph)	60
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		14.0	14.0	14.0		14.0	14.0
Total Split (s)	26.0	41.0		26.0	41.0		33.0	33.0	33.0		33.0	33.0
Total Split (%)	26.0%	41.0%		26.0%	41.0%		33.0%	33.0%	33.0%		33.0%	33.0%
Maximum Green (s)	21.0	35.0		21.0	35.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		0					0	0	0			
Act Effct Green (s)	58.6	45.1		73.1	54.6			15.9	15.9			15.9
Actuated g/C Ratio	0.59	0.45		0.73	0.55			0.16	0.16			0.16
v/c Ratio	0.10	0.45		0.60	0.30			0.39	0.52			0.61
Control Delay	14.6	41.3		9.7	14.4			37.2	37.0			44.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.2			0.0
Total Delay	14.6	41.3		9.7	14.4			37.2	37.2			44.3
LOS	B	D		A	B			D	D			D
Approach Delay		39.3			12.5				37.2			44.3
Approach LOS		D			B				D			D
Queue Length 50th (ft)	28	242		73	99			23	65			94
Queue Length 95th (ft)	m46	318		144	180			45	96			128
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	738	1563		682	1935			247	507			821
Starvation Cap Reductn	0	0		0	0			0	78			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.08	0.45		0.58	0.30			0.23	0.36			0.36

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

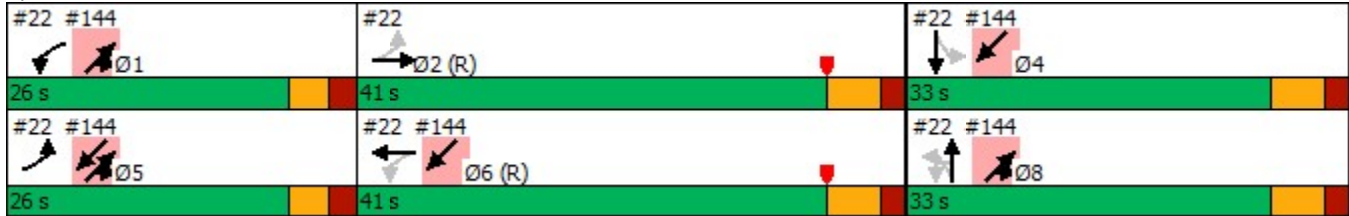
Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 28.1
 Intersection Capacity Utilization 75.4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service D













Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave



Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

FB NB Saturday Midday peak hour
05/23/2024









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	651	41	91	484	102	53	689	57	97	538	83
Future Volume (vph)	113	651	41	91	484	102	53	689	57	97	538	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97	1.00		0.98	0.98		0.98	0.99		0.99	0.99	
Frt		0.991			0.974			0.989			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3397	0	1805	3393	0	1805	3505	0	1770	3445	0
Flt Permitted	0.239			0.209			0.319			0.221		
Satd. Flow (perm)	436	3397	0	391	3393	0	596	3505	0	406	3445	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			25			9			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	81		54	54		81	47		56	56		47
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	5%	3%	0%	1%	6%	0%	1%	5%	2%	2%	1%
Parking (#/hr)						0						
Adj. Flow (vph)	118	678	43	95	504	106	55	718	59	101	560	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	721	0	95	610	0	55	777	0	101	646	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	15.0	35.0		15.0	35.0		15.0	35.0		15.0	35.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	9.0	29.0		9.0	29.0		9.0	29.0		9.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		16			19			18			27	
Act Effct Green (s)	34.5	27.6		32.1	24.6		43.3	38.0		45.5	39.1	
Actuated g/C Ratio	0.34	0.28		0.32	0.25		0.43	0.38		0.46	0.39	
v/c Ratio	0.45	0.77		0.41	0.71		0.17	0.58		0.35	0.48	
Control Delay	24.6	39.2		21.3	29.3		16.9	29.0		19.2	25.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.6	39.2		21.3	29.3		16.9	29.0		19.2	25.9	
LOS	C	D		C	C		B	C		B	C	
Approach Delay		37.2			28.3			28.2			25.0	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	47	222		22	184		18	216		35	165	
Queue Length 95th (ft)	80	283		44	77		43	305		70	241	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	275	990		258	1001		378	1337		310	1356	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.73		0.37	0.61		0.15	0.58		0.33	0.48	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 50 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 29.9
 Intersection Capacity Utilization 77.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1 15 s	 Ø2 (R) 35 s	 Ø3 15 s	 Ø4 35 s
 Ø5 15 s	 Ø6 (R) 35 s	 Ø7 15 s	 Ø8 35 s

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	478	143	54	404	87	99	641	91	89	770	169
Future Volume (vph)	178	478	143	54	404	87	99	641	91	89	770	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.96		0.89		0.98		0.99	0.99		0.97	0.99	
Frt			0.850		0.976			0.981			0.973	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1671	3539	1599	0	3275	0	1608	3317	0	1593	3265	0
Flt Permitted	0.249				0.835		0.134			0.365		
Satd. Flow (perm)	423	3539	1430	0	2737	0	225	3317	0	592	3265	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	63		78	78		63	43		76	76		43
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	2%	1%	2%	2%	2%	1%	2%	1%	2%	1%	11%
Parking (#/hr)						0						
Adj. Flow (vph)	184	493	147	56	416	90	102	661	94	92	794	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	493	147	0	562	0	102	755	0	92	968	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

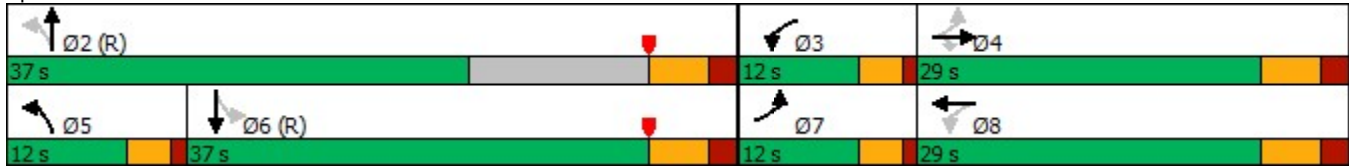
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex						Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm		NA
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		14	14		25			26		21		21
Act Effct Green (s)	37.1	35.1	35.1		22.0		44.9	42.9		34.1		34.1
Actuated g/C Ratio	0.41	0.39	0.39		0.24		0.50	0.48		0.38		0.38
v/c Ratio	0.62	0.36	0.26		0.84		0.49	0.48		0.41		0.78
Control Delay	27.7	20.2	19.9		44.7		20.6	17.5		30.2		31.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	27.7	20.2	19.9		44.7		20.6	17.5		30.2		31.8
LOS	C	C	B		D		C	B		C		C
Approach Delay		21.8			44.7			17.9				31.7
Approach LOS		C			D			B				C
Queue Length 50th (ft)	61	93	51		157		33	162		43		282
Queue Length 95th (ft)	#122	143	101		#237		57	195		90		#377
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	301	1378	557		704		235	1633		228		1262
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	0.61	0.36	0.26		0.80		0.43	0.46		0.40		0.77

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 6 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70




















Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 27.9
 Intersection Capacity Utilization 89.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 24: N Franklin St & Fulton Ave















Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave

FB NB Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	693	67	2	327	634	221	0	464	395	133	592
Future Volume (vph)	0	693	67	2	327	634	221	0	464	395	133	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.98		0.99		1.00	0.99
Frt		0.987					0.850		0.931			0.990
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3431	0	0	1728	3610	1830	0	3057	0	1624	3111
Flt Permitted					0.950						0.139	
Satd. Flow (perm)	0	3431	0	0	1720	3610	1792	0	3057	0	237	3111
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		11					127		243			12
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	8		11		11		8	61		5	5	
Confl. Bikes (#/hr)										4		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	2%	0%	1%	0%	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	0	700	68	2	330	640	223	0	469	399	134	598
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	768	0	0	332	640	223	0	868	0	134	643
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	45
Future Volume (vph)	45
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Flt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	61
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.99
Heavy Vehicles (%)	0%
Adj. Flow (vph)	45
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		20				2			4			3
Act Effct Green (s)		24.8			13.2	43.5	50.3		23.2		35.5	35.5
Actuated g/C Ratio		0.28			0.15	0.48	0.56		0.26		0.39	0.39
v/c Ratio		0.81			1.31	0.37	0.21		0.90		0.68	0.52
Control Delay		37.5			199.0	16.1	4.2		35.9		48.2	21.6
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		37.5			199.0	16.1	4.2		35.9		48.2	21.6
LOS		D			F	B	A		D		D	C
Approach Delay		37.5				64.7			35.9			26.2
Approach LOS		D				E			D			C
Queue Length 50th (ft)		204			~257	112	20		186		50	143
Queue Length 95th (ft)		#285			#476	178	53		253		79	168
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		975			254	1745	1130		1071		264	1475
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		0.79			1.31	0.37	0.20		0.81		0.51	0.44

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 44 (49%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

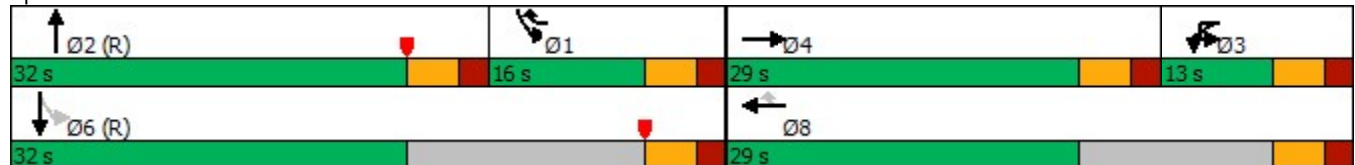
Intersection Summary

Maximum v/c Ratio: 1.31
 Intersection Signal Delay: 43.7
 Intersection Capacity Utilization 91.1%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F

























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













Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

FB NB Saturday Midday peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	877	215	262	734	186	189	368	163	124	272	35
Future Volume (vph)	83	877	215	262	734	186	189	368	163	124	272	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.98			0.98	1.00	0.99		1.00	1.00	
Frt			0.850			0.850		0.954			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1572	3421	1501	1652	3388	1546	1678	3254	0	1668	3412	0
Flt Permitted	0.356			0.099			0.376			0.208		
Satd. Flow (perm)	589	3421	1474	172	3388	1509	661	3254	0	364	3412	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								50			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	2%	4%	2%	3%	1%	4%	2%	1%	1%	0%	3%
Parking (#/hr)												0
Adj. Flow (vph)	88	933	229	279	781	198	201	391	173	132	289	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	933	229	279	781	198	201	564	0	132	326	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0	
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%	
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		2			2			1			2	
Act Effct Green (s)	54.3	46.1	61.8	81.2	67.0	79.8	43.7	28.0		37.8	25.1	
Actuated g/C Ratio	0.39	0.33	0.44	0.58	0.48	0.57	0.31	0.20		0.27	0.18	
v/c Ratio	0.31	0.83	0.35	0.69	0.48	0.23	0.63	0.82		0.61	0.53	
Control Delay	20.5	51.2	24.5	39.7	27.8	14.4	43.2	58.5		44.6	52.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.5	51.2	24.5	39.7	27.8	14.4	43.2	58.5		44.6	52.6	
LOS	C	D	C	D	C	B	D	E		D	D	
Approach Delay		44.2			28.3			54.5			50.3	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	34	413	121	169	247	75	138	240		87	141	
Queue Length 95th (ft)	73	#552	195	#349	371	142	184	290		124	174	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	384	1126	668	407	1622	910	334	965		267	982	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.83	0.34	0.69	0.48	0.22	0.60	0.58		0.49	0.33	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 73 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 41.7

Intersection LOS: D









Intersection Capacity Utilization 83.2%

ICU Level of Service E

Analysis Period (min) 15

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

Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd

 Ø1 23 s	 Ø2 (R) 48 s	 Ø3 23 s	 Ø4 46 s
 Ø5 23 s	 Ø6 (R) 48 s	 Ø7 23 s	 Ø8 46 s

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	277	1634	74	258	1478	644	73	335	342	682	335
Future Volume (vph)	2	277	1634	74	258	1478	644	73	335	342	682	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		375		245	250		0	95		235	300	
Storage Lanes		1		1	2		1	1		1	2	
Taper Length (ft)		85			110			130			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00		0.99	1.00		0.98	1.00				
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3502	5136	1524	3467	6471	1599	1656	3438	1583	3467	3471
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3496	5136	1502	3464	6471	1560	1652	3438	1583	3467	3471
Right Turn on Red				Yes			No			Yes		
Satd. Flow (RTOR)				225						143		
Link Speed (mph)			30			40			30			30
Link Distance (ft)			566			700			662			581
Travel Time (s)			12.9			11.9			15.0			13.2
Confl. Peds. (#/hr)		9		6	6		9	3				
Confl. Bikes (#/hr)				1								
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	6%	1%	1%	1%	9%	5%	2%	1%	4%
Adj. Flow (vph)	2	283	1667	76	263	1508	657	74	342	349	696	342
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	285	1667	76	263	1508	657	74	342	349	696	342
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	261
Future Volume (vph)	261
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1574
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	3
Confl. Bikes (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	1%
Adj. Flow (vph)	266
Shared Lane Traffic (%)	
Lane Group Flow (vph)	266
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	5	2		1	6		3	8	1	7	4
Permitted Phases				Free			6 7			8		
Detector Phase	5	5	2		1	6	6 7	3	8	1	7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0		5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.0	9.0	26.0		9.0	26.0		11.0	16.0	9.0	11.0	16.0
Total Split (s)	27.0	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0
Total Split (%)	16.9%	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%
Maximum Green (s)	21.0	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None
Walk Time (s)	5.0	5.0	7.0			7.0			7.0			7.0
Flash Dont Walk (s)	7.0	7.0	28.0			28.0			33.0			33.0
Pedestrian Calls (#/hr)	0	0	1			0			2			3
Act Effct Green (s)		17.3	66.1	160.0	17.4	66.2	101.7	11.4	24.0	46.4	29.5	41.1
Actuated g/C Ratio		0.11	0.41	1.00	0.11	0.41	0.64	0.07	0.15	0.29	0.18	0.26
v/c Ratio		0.75	0.79	0.05	0.70	0.56	0.66	0.63	0.66	0.62	1.09	0.38
Control Delay		81.9	44.6	0.1	86.9	23.9	14.6	94.2	69.7	32.3	121.7	50.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Total Delay		81.9	44.6	0.1	86.9	23.9	15.9	94.2	69.7	32.3	121.7	50.0
LOS		F	D	A	F	C	B	F	E	C	F	D
Approach Delay			48.2			28.6			55.0			85.4
Approach LOS			D			C			D			F
Queue Length 50th (ft)		152	539	0	147	152	154	77	184	193	~426	161
Queue Length 95th (ft)		198	#730	0	m#204	365	845	132	208	270	#556	186
Internal Link Dist (ft)			486			620			582			501
Turn Bay Length (ft)		375		245	250			95		235	300	
Base Capacity (vph)		463	2122	1502	377	2678	991	165	902	560	638	1171
Starvation Cap Reductn		0	0	0	0	0	153	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.62	0.79	0.05	0.70	0.56	0.78	0.45	0.38	0.62	1.09	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	64.4
Actuated g/C Ratio	0.40
v/c Ratio	0.42
Control Delay	35.8
Queue Delay	0.0
Total Delay	35.8
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	207
Queue Length 95th (ft)	235
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	663
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.40

Intersection Summary

Intersection Signal Delay: 49.1

Intersection LOS: D

Intersection Capacity Utilization 96.7%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

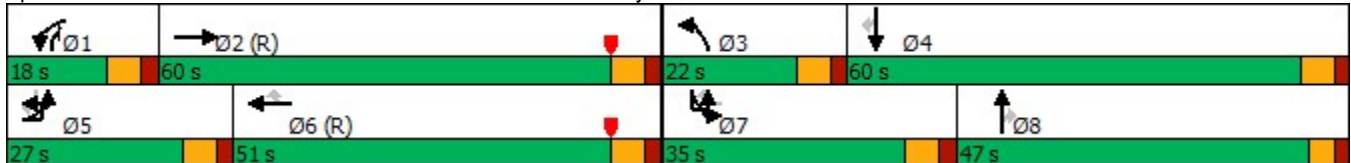
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.




























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

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

FB NB Saturday Midday peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 				 	
Traffic Volume (vph)	57	1019	285	187	1079	80	325	175	208	116	181	82
Future Volume (vph)	57	1019	285	187	1079	80	325	175	208	116	181	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98	1.00	1.00				0.98		1.00	
Frt			0.850		0.990				0.850		0.967	
Flt Protected	0.950			0.950			0.950				0.985	
Satd. Flow (prot)	1805	5136	1599	1805	5079	0	3502	1881	1615	0	3412	0
Flt Permitted	0.201			0.180			0.950				0.985	
Satd. Flow (perm)	381	5136	1564	342	5079	0	3502	1881	1577	0	3406	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			291		8				98			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	4		5	5		4			5	5		
Confl. Bikes (#/hr)			2						7			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	0%	1%	0%	1%	1%	0%
Adj. Flow (vph)	58	1040	291	191	1101	82	332	179	212	118	185	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	1040	291	191	1183	0	332	179	212	0	387	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				2	2				
Act Effct Green (s)	77.9	70.1	70.1	93.9	82.4		22.9	22.9	40.6		25.3	
Actuated g/C Ratio	0.49	0.44	0.44	0.59	0.52		0.14	0.14	0.25		0.16	
v/c Ratio	0.23	0.46	0.34	0.53	0.45		0.66	0.67	0.44		0.72	
Control Delay	19.8	34.5	4.8	22.4	27.1		71.0	76.5	25.1		71.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	19.8	34.5	4.8	22.4	27.1		71.0	76.5	25.1		71.7	
LOS	B	C	A	C	C		E	E	C		E	
Approach Delay		27.7			26.4			58.9			71.7	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	25	279	0	89	286		172	181	93		205	
Queue Length 95th (ft)	57	390	70	161	397		214	252	151		257	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	391	2283	857	389	2619		853	458	505		538	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.15	0.46	0.34	0.49	0.45		0.39	0.39	0.42		0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 13 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72

28: Merchants Concourse/Ellison Ave & Old Country Rd

05/23/2024

Intersection Signal Delay: 37.5



Intersection LOS: D

Intersection Capacity Utilization 75.7%

ICU Level of Service D

Analysis Period (min) 15













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	878	184	468	953	54	154	304	670	124	394	213
Future Volume (vph)	155	878	184	468	953	54	154	304	670	124	394	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	0.99	0.99	1.00		0.98
Frt		0.974			0.992			0.921	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	4938	0	3433	3541	0	1752	3083	1441	1805	3539	1599
Flt Permitted	0.950			0.950			0.332			0.150		
Satd. Flow (perm)	1787	4938	0	3426	3541	0	611	3083	1421	285	3539	1571
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			192	100			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)	1		4	4		1	4		2	2		4
Confl. Bikes (#/hr)									1			2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	2%	2%	2%	1%	2%	3%	3%	2%	0%	2%	1%
Adj. Flow (vph)	157	887	186	473	963	55	156	307	677	125	398	215
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	157	1073	0	473	1018	0	156	646	338	125	398	215
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												









Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		1			1						0	
Act Effct Green (s)	16.6	54.3		22.7	60.4		39.9	27.5	50.3	38.1	26.6	43.2
Actuated g/C Ratio	0.12	0.39		0.16	0.43		0.28	0.20	0.36	0.27	0.19	0.31
v/c Ratio	0.74	0.56		0.85	0.67		0.57	0.85	0.59	0.62	0.59	0.44
Control Delay	79.7	36.7		71.6	36.6		42.3	48.6	25.1	46.7	54.6	35.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.7	36.7		71.6	36.6		42.3	48.6	25.1	46.7	54.6	35.4
LOS	E	D		E	D		D	D	C	D	D	D
Approach Delay		42.2			47.7			40.8			47.7	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	140	283		215	383		106	228	175	83	177	148
Queue Length 95th (ft)	210	371		#294	#599		147	284	253	120	213	181
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	293	1913		586	1529		294	935	588	234	910	561
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.56		0.81	0.67		0.53	0.69	0.57	0.53	0.44	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85

Intersection Signal Delay: 44.5
 Intersection Capacity Utilization 83.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
29 s	49 s	20 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
29 s	49 s	20 s	42 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	435	258	130	9	242	195	102	500	35	243	581	384
Future Volume (vph)	435	258	130	9	242	195	102	500	35	243	581	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor			0.99	1.00			1.00				1.00	0.99
Frt			0.850		0.933			0.990			0.979	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3610	1583	1805	3350	0	1787	3445	0	1745	3289	1407
Flt Permitted	0.950			0.950			0.237			0.240		
Satd. Flow (perm)	3433	3610	1561	1803	3350	0	446	3445	0	441	3289	1387
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			133									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)			1	1			1					1
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	0%	2%	0%	1%	0%	1%	4%	0%	0%	3%	1%
Adj. Flow (vph)	444	263	133	9	247	199	104	510	36	248	593	392
Shared Lane Traffic (%)												24%
Lane Group Flow (vph)	444	263	133	9	446	0	104	546	0	248	687	298
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	19.4	42.4	52.2	5.3	19.6		34.2	24.4		42.8	28.9	49.3
Actuated g/C Ratio	0.19	0.43	0.52	0.05	0.20		0.34	0.25		0.43	0.29	0.50
v/c Ratio	0.66	0.17	0.15	0.09	0.68		0.39	0.65		0.69	0.72	0.43
Control Delay	44.1	20.0	2.9	55.9	44.5		22.8	38.4		30.3	37.6	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	44.1	20.0	2.9	55.9	44.5		22.8	38.4		30.3	37.6	15.9
LOS	D	B	A	E	D		C	D		C	D	B
Approach Delay		30.0			44.7			35.9			30.9	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	134	51	0	6	138		38	165		99	211	109
Queue Length 95th (ft)	231	111	32	26	235		85	258		#191	342	215
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	933	1650	984	396	1226		393	1441		396	1376	799
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.48	0.16	0.14	0.02	0.36		0.26	0.38		0.63	0.50	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 99.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72

Intersection Signal Delay: 33.7
 Intersection Capacity Utilization 72.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd

 Ø1	 Ø2	 Ø3	 Ø4
20 s	46 s	26 s	41 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	46 s	31 s	41 s













Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	751	21	17	372	174	42	102	63	568	83	893
Future Volume (vph)	375	751	21	17	372	174	42	102	63	568	83	893
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor	1.00				1.00							
Frt		0.996			0.952				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.963	
Satd. Flow (prot)	1805	6447	0	1805	4833	0	1805	1863	1615	1643	3308	2842
Flt Permitted	0.320			0.320			0.950			0.950	0.963	
Satd. Flow (perm)	607	6447	0	608	4833	0	1805	1863	1615	1643	3308	2842
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			83				70			811
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	391	782	22	18	388	181	44	106	66	592	86	930
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	391	804	0	18	569	0	44	106	66	296	382	930
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB NB Saturday Midday peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		1	1	
Act Effct Green (s)	75.1	65.9		49.3	44.0		14.3	14.3	19.5	32.6	32.6	63.8
Actuated g/C Ratio	0.54	0.47		0.35	0.31		0.10	0.10	0.14	0.23	0.23	0.46
v/c Ratio	0.72	0.26		0.07	0.36		0.24	0.56	0.23	0.77	0.50	0.54
Control Delay	31.3	24.7		21.9	33.5		59.5	70.6	6.9	63.6	48.0	4.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	24.7		21.9	33.5		59.5	70.6	6.9	63.6	48.0	4.4
LOS	C	C		C	C		E	E	A	E	D	A
Approach Delay		26.8			33.2			48.9			25.6	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	205	129		8	132		38	93	0	279	166	31
Queue Length 95th (ft)	#442	186		25	171		75	152	20	371	204	80
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	540	3038		423	1575		386	399	426	400	806	1736
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.26		0.04	0.36		0.11	0.27	0.15	0.74	0.47	0.54

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 28.7

Intersection LOS: C






Intersection Capacity Utilization 91.5%

ICU Level of Service F

Analysis Period (min) 15

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

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave

 Ø1 24 s	 Ø2 (R) 44 s	 Ø3 36 s	 Ø4 36 s
 Ø5 24 s	 Ø6 (R) 44 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	178	783	161	185	832	127	2	236	442	206	3	176
Future Volume (vph)	178	783	161	185	832	127	2	236	442	206	3	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor		1.00		1.00				1.00		0.99		1.00
Frt		0.974			0.980					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	4990	0	3367	5040	0	0	1770	3574	2760	0	1805
Flt Permitted	0.950			0.950				0.457				0.316
Satd. Flow (perm)	1805	4990	0	3361	5040	0	0	850	3574	2723	0	600
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		31			20					215		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)			2	2				2		1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	4%	1%	0%	0%	2%	1%	3%	0%	0%
Adj. Flow (vph)	185	816	168	193	867	132	2	246	460	215	3	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	984	0	193	999	0	0	248	460	215	0	186
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Perm	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6			3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		8	3	8	1	7	7
Switch Phase												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	260	92
Future Volume (vph)	260	92
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1599
Flt Permitted		
Satd. Flow (perm)	3539	1578
Right Turn on Red		Yes
Satd. Flow (RTOR)		96
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		2
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	271	96
Shared Lane Traffic (%)		
Lane Group Flow (vph)	271	96
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5
Switch Phase		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

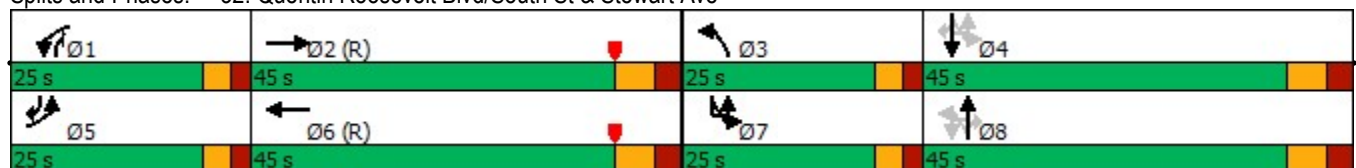
FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	32.0		5.0	32.0		12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		19.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		45.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		32.1%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		38.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0		7.0			
Flash Dont Walk (s)							30.0		30.0			
Pedestrian Calls (#/hr)							1		1			
Act Effct Green (s)	18.7	60.7		13.3	55.3			46.6	25.8	41.1		41.4
Actuated g/C Ratio	0.13	0.43		0.10	0.40			0.33	0.18	0.29		0.30
v/c Ratio	0.77	0.45		0.60	0.50			0.61	0.70	0.23		0.59
Control Delay	79.1	29.8		68.6	34.4			39.9	58.8	3.7		39.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	79.1	29.8		68.6	34.4			39.9	58.8	3.7		39.5
LOS	E	C		E	C			D	E	A		D
Approach Delay		37.6			39.9				40.9			
Approach LOS		D			D				D			
Queue Length 50th (ft)	163	217		88	243			173	211	0		124
Queue Length 95th (ft)	247	328		126	352			205	243	26		154
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	266	2181		481	2003			417	970	1075		365
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.70	0.45		0.40	0.50			0.59	0.47	0.20		0.51

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 39.5
 Intersection Capacity Utilization 79.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



	↓	↙
Lane Group	SBT	SBR
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	23.2	43.9
Actuated g/C Ratio	0.17	0.31
v/c Ratio	0.46	0.17
Control Delay	54.1	4.9
Queue Delay	0.0	0.0
Total Delay	54.1	4.9
LOS	D	A
Approach Delay	40.6	
Approach LOS	D	
Queue Length 50th (ft)	122	0
Queue Length 95th (ft)	145	32
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	960	584
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.28	0.16
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB NB Saturday Midday peak hour
05/23/2024













Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	1162	28	325	954	90	23	416	436	89	380	156
Future Volume (vph)	181	1162	28	325	954	90	23	416	436	89	380	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor											1.00	
Frt		0.996			0.987			0.925			0.963	
Flt Protected	0.950			0.950				0.999			0.993	
Satd. Flow (prot)	1805	5111	0	3433	3542	0	0	3258	0	0	3311	0
Flt Permitted	0.950			0.950				0.893			0.559	
Satd. Flow (perm)	1805	5111	0	3433	3542	0	0	2912	0	0	1864	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	4%	2%	0%	7%	0%	4%	1%	5%	4%	3%
Adj. Flow (vph)	185	1186	29	332	973	92	23	424	445	91	388	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	1215	0	332	1065	0	0	892	0	0	638	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	

Lane Group Ø3

Lane Configurations
Traffic Volume (vph)
Future Volume (vph)
Ideal Flow (vphpl)
Storage Length (ft)
Storage Lanes
Taper Length (ft)
Lane Util. Factor
Ped Bike Factor
Frt
Flt Protected
Satd. Flow (prot)
Flt Permitted
Satd. Flow (perm)
Right Turn on Red
Satd. Flow (RTOR)
Link Speed (mph)
Link Distance (ft)
Travel Time (s)
Confl. Bikes (#/hr)
Peak Hour Factor
Heavy Vehicles (%)
Adj. Flow (vph)
Shared Lane Traffic (%)
Lane Group Flow (vph)
Enter Blocked Intersection
Lane Alignment
Median Width(ft)
Link Offset(ft)
Crosswalk Width(ft)
Two way Left Turn Lane
Headway Factor
Turning Speed (mph)
Number of Detectors
Detector Template
Leading Detector (ft)
Trailing Detector (ft)
Detector 1 Position(ft)
Detector 1 Size(ft)
Detector 1 Type
Detector 1 Channel
Detector 1 Extend (s)
Detector 1 Queue (s)
Detector 1 Delay (s)
Detector 2 Position(ft)
Detector 2 Size(ft)
Detector 2 Type
Detector 2 Channel
Detector 2 Extend (s)

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB NB Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	18.8	49.1		17.9	51.2			46.1			46.1	
Actuated g/C Ratio	0.13	0.35		0.13	0.36			0.33			0.33	
v/c Ratio	0.77	0.68		0.76	0.83			0.94			1.05	
Control Delay	80.4	41.9		71.7	48.0			63.9			95.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	80.4	41.9		71.7	48.0			63.9			95.2	
LOS	F	D		E	D			E			F	
Approach Delay		47.0			53.6			63.9			95.2	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	166	349		155	472			423			~338	
Queue Length 95th (ft)	256	420		209	576			#583			#483	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	281	1813		535	1331			952			609	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.66	0.67		0.62	0.80			0.94			1.05	

Intersection Summary

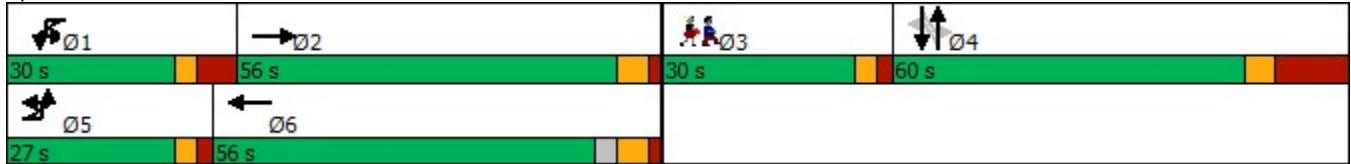
Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 141.1
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 59.7
 Intersection Capacity Utilization 115.9%
 Intersection LOS: E
 ICU Level of Service H

Lane Group	Ø3
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	30.0
Total Split (%)	17%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	







Analysis Period (min) 15

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘↙	↑	↘↙	↘↙
Traffic Volume (vph)	166	76	282	171	70	392
Future Volume (vph)	166	76	282	171	70	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor					0.99	
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3505	1384	3400	1613	3367	2787
Flt Permitted			0.641		0.950	
Satd. Flow (perm)	3505	1384	2294	1613	3349	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		80				413
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Confl. Peds. (#/hr)					3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	5%	3%	6%	4%	2%
Parking (#/hr)		0		0		
Adj. Flow (vph)	175	80	297	180	74	413
Shared Lane Traffic (%)						
Lane Group Flow (vph)	175	80	297	180	74	413
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						

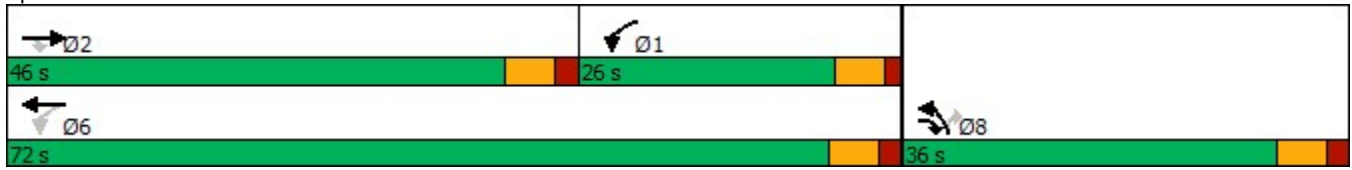
						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	9.5	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.0	27.5	23.5	23.0	9.5	9.5
Actuated g/C Ratio	0.27	0.62	0.53	0.52	0.21	0.21
v/c Ratio	0.19	0.09	0.22	0.22	0.10	0.45
Control Delay	13.4	1.3	6.4	6.9	14.4	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.4	1.3	6.4	6.9	14.4	3.9
LOS	B	A	A	A	B	A
Approach Delay	9.6			6.6	5.5	
Approach LOS	A			A	A	
Queue Length 50th (ft)	17	0	17	21	7	0
Queue Length 95th (ft)	37	9	35	52	19	27
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	3150	959	2494	1613	2269	2013
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.08	0.12	0.11	0.03	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 44.5
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 6.8
 Intersection Capacity Utilization 40.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave















Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	479	47	62	2	22	58	1	66	360	9	7	32
Future Volume (vph)	479	47	62	2	22	58	1	66	360	9	7	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor								1.00				
Frt			0.850		0.892				0.996			
Flt Protected	0.950	0.960		0.950				0.950				0.950
Satd. Flow (prot)	1595	3218	1615	1203	3090	0	0	1805	5153	0	0	1706
Flt Permitted	0.417	0.761		0.870				0.534				0.516
Satd. Flow (perm)	700	2551	1615	1102	3090	0	0	1012	5153	0	0	927
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			72		60				3			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)								3				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	4%	0%	50%	10%	2%	0%	0%	0%	11%	0%	7%
Adj. Flow (vph)	499	49	65	2	23	60	1	69	375	9	7	33
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	249	299	65	2	83	0	0	70	384	0	0	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	247	320
Future Volume (vph)	247	320
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3471	1553
Flt Permitted		
Satd. Flow (perm)	3471	1528
Right Turn on Red		Yes
Satd. Flow (RTOR)		333
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		3
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	4%	4%
Adj. Flow (vph)	257	333
Shared Lane Traffic (%)		
Lane Group Flow (vph)	257	333
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.0	16.0	16.0	11.0	11.0		10.0	10.0	11.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)	23.2	22.1	22.1	6.6	6.6			16.4	13.1			15.0
Actuated g/C Ratio	0.45	0.42	0.42	0.13	0.13			0.32	0.25			0.29
v/c Ratio	0.45	0.24	0.09	0.01	0.19			0.17	0.30			0.11
Control Delay	13.4	10.8	3.3	26.5	13.4			13.7	18.7			13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	13.4	10.8	3.3	26.5	13.4			13.7	18.7			13.4
LOS	B	B	A	C	B			B	B			B
Approach Delay		11.1			13.7				18.0			
Approach LOS		B			B				B			
Queue Length 50th (ft)	59	34	0	1	3			15	31			8
Queue Length 95th (ft)	124	64	17	7	23			42	76			27
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	737	2414	1431	583	1663			663	3971			624
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.34	0.12	0.05	0.00	0.05			0.11	0.10			0.06

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 52
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 13.0
 Intersection Capacity Utilization 46.5%






















Intersection LOS: B
 ICU Level of Service A

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	16.0	10.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	10.9	26.2
Actuated g/C Ratio	0.21	0.50
v/c Ratio	0.35	0.35
Control Delay	22.4	2.3
Queue Delay	0.0	0.0
Total Delay	22.4	2.3
LOS	C	A
Approach Delay	11.2	
Approach LOS	B	
Queue Length 50th (ft)	41	0
Queue Length 95th (ft)	82	31
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	2674	1086
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.10	0.31
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	1	91	20	18	0	0	0	0	1	392	178
Future Volume (vph)	0	1	91	20	18	0	0	0	0	1	392	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor			0.99	1.00						1.00		0.98
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1773	1546	1925	1900	0	0	0	0	1685	5036	1449
Flt Permitted				0.757						0.950		
Satd. Flow (perm)	0	1773	1525	1532	1900	0	0	0	0	1681	5036	1427
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			98									191
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)			1	1			2		1	1		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	3%	4%
Adj. Flow (vph)	0	1	98	22	19	0	0	0	0	1	422	191
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	98	22	19	0	0	0	0	1	422	191
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0

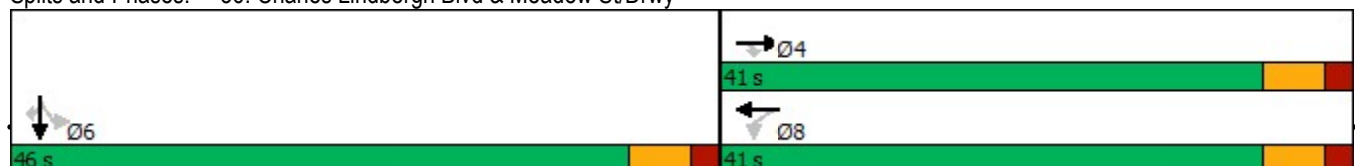
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	0	0					0	0	0
Act Effct Green (s)		10.4	10.4	10.4	10.4					30.0	30.0	30.0
Actuated g/C Ratio		0.22	0.22	0.22	0.22					0.62	0.62	0.62
v/c Ratio		0.00	0.24	0.07	0.05					0.00	0.13	0.20
Control Delay		13.0	5.4	14.2	13.8					8.0	6.4	2.4
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		13.0	5.4	14.2	13.8					8.0	6.4	2.4
LOS		B	A	B	B					A	A	A
Approach Delay		5.5			14.0						5.2	
Approach LOS		A			B						A	
Queue Length 50th (ft)		0	0	5	4					0	16	0
Queue Length 95th (ft)		3	24	17	15					3	50	30
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		1299	1143	1122	1392					1451	4349	1258
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.00	0.09	0.02	0.01					0.00	0.10	0.15







Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 48.3
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.24
 Intersection Signal Delay: 5.7
 Intersection Capacity Utilization 49.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy









						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	0	424	0	0	67	0
Future Volume (vph)	0	424	0	0	67	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3505	0	0	3502	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3505	0	0	3502	0
Link Speed (mph)		45	30		30	
Link Distance (ft)		600	253		249	
Travel Time (s)		9.1	5.8		5.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	3%	2%	2%	0%	2%
Adj. Flow (vph)	0	493	0	0	78	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	493	0	0	78	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	R NA	Left	Right	L NA	Right
Median Width(ft)		12	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 26.1% ICU Level of Service A
 Analysis Period (min) 15















Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑					↗
Traffic Volume (vph)	491	0	0	0	0	0
Future Volume (vph)	491	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	6346	0	0	0	0	1900
Flt Permitted						
Satd. Flow (perm)	6346	0	0	0	0	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	253			189	174	
Travel Time (s)	5.8			4.3	4.0	
Confl. Peds. (#/hr)						1
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	571	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	571	0	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary















Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 21.7% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  			  
Traffic Volume (vph)	0	0	509	0	0	627
Future Volume (vph)	0	0	509	0	0	627
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	11	11
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	5036	1710	0	4821
Flt Permitted						
Satd. Flow (perm)	0	1900	5036	1710	0	4821
Link Speed (mph)	30		35			35
Link Distance (ft)	226		393			581
Travel Time (s)	5.1		7.7			11.3
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	3%	0%	0%	4%
Adj. Flow (vph)	0	0	559	0	0	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	559	0	0	689
Enter Blocked Intersection	No	Yes	Yes	Yes	No	Yes
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		25			25
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.14	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 15.4% ICU Level of Service A
 Analysis Period (min) 15

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			  			  			
Traffic Volume (veh/h)	0	0	509	0	0	627			
Future Volume (Veh/h)	0	0	509	0	0	627			
Sign Control	Yield		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91			
Hourly flow rate (vph)	0	0	559	0	0	689			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type			Raised			Raised			
Median storage (veh)			1			1			
Upstream signal (ft)			393			581			
pX, platoon unblocked	0.98	0.98			0.98				
vC, conflicting volume	789	186			559				
vC1, stage 1 conf vol	559								
vC2, stage 2 conf vol	230								
vCu, unblocked vol	722	109			488				
tC, single (s)	6.8	6.9			4.1				
tC, 2 stage (s)	5.8								
tF (s)	3.5	3.3			2.2				
p0 queue free %	100	100			100				
cM capacity (veh/h)	461	914			1066				
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	0	186	186	186	0	230	230	230	
Volume Left	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.11	0.11	0.11	0.00	0.14	0.14	0.14	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A								
Approach Delay (s)	0.0	0.0				0.0			
Approach LOS	A								
Intersection Summary									
Average Delay			0.0						
Intersection Capacity Utilization			15.4%		ICU Level of Service			A	
Analysis Period (min)			15						

Lanes, Volumes, Timings
 40: Hempstead Tpke & Meadowbrook Pkwy SB Off Ramp

FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑↑	↑		↑↑↑					↑
Traffic Volume (vph)	0	1152	244	0	992	0	0	0	0	458
Future Volume (vph)	0	1152	244	0	992	0	0	0	0	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		140	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	0			0			0		0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	4821	1561	0	5085	0	0	0	0	1644
Flt Permitted										
Satd. Flow (perm)	0	4821	1561	0	5085	0	0	0	0	1644
Link Speed (mph)		50			50		30		30	
Link Distance (ft)		294			391		419		491	
Travel Time (s)		4.0			5.3		9.5		11.2	
Confl. Peds. (#/hr)	1					1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1252	265	0	1078	0	0	0	0	498
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1252	265	0	1078	0	0	0	0	498
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	R NA
Median Width(ft)		25			25		0		0	
Link Offset(ft)		0			0		0		11	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		50	15		9	15	9	15	50
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 61.8%
 Analysis Period (min) 15
 ICU Level of Service B

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (vph)	0	1287	0	0	1130	0	0	0	327	0	0	317
Future Volume (vph)	0	1287	0	0	1130	0	0	0	327	0	0	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		140
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt									0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	5136	0	0	5136	0	0	0	1863	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	5136	0	0	5136	0	0	0	1863	0	0	1644
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		204			435			301			361	
Travel Time (s)		2.8			5.9			6.8			8.2	
Confl. Peds. (#/hr)			1	1			1					1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1384	0	0	1215	0	0	0	352	0	0	345
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1384	0	0	1215	0	0	0	352	0	0	345
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Left	R NA	Left	Left	R NA
Median Width(ft)		6			6			0			0	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 51.8%
 Analysis Period (min) 15
 ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis

FB NB Saturday Midday peak hour

41: Meadowbrook Pkwy NB Off Ramp/Meadowbrook Pkwy NB Off Ramp & Hempstead Tpke

05/23/2024







Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (veh/h)	0	1287	0	0	1130	0	0	0	327	0	0	317
Future Volume (Veh/h)	0	1287	0	0	1130	0	0	0	327	0	0	317
Sign Control		Free			Free			Stop			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92
Hourly flow rate (vph)	0	1384	0	0	1215	0	0	0	352	0	0	345
Pedestrians		1						1				
Lane Width (ft)		12.0						16.0				
Walking Speed (ft/s)		3.5						3.5				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					654							
pX, platoon unblocked	0.86						0.86	0.86		0.86	0.86	0.86
vC, conflicting volume	1215			1385			2136	2600	462	2028	2600	406
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	686			1385			1755	2294	462	1630	2294	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	36	100	100	63
cM capacity (veh/h)	790			500			30	34	551	21	34	939
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NE 1	SW 1				
Volume Total	461	461	461	405	405	405	352	345				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	0	0	0	0	352	345				
cSH	1700	1700	1700	1700	1700	1700	551	939				
Volume to Capacity	0.27	0.27	0.27	0.24	0.24	0.24	0.64	0.37				
Queue Length 95th (ft)	0	0	0	0	0	0	112	43				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	22.4	11.0				
Lane LOS							C	B				
Approach Delay (s)	0.0			0.0			22.4	11.0				
Approach LOS							C	B				
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			51.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	1152	0	0	992	0	531
Future Volume (vph)	1152	0	0	992	0	531
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	16
Storage Length (ft)		0	0		0	140
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	4964	0	0	4964	0	1863
Flt Permitted						
Satd. Flow (perm)	4964	0	0	4964	0	1863
Link Speed (mph)	50			50	30	
Link Distance (ft)	391			133	260	
Travel Time (s)	5.3			1.8	5.9	
Confl. Peds. (#/hr)		1	1		1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1280	0	0	1102	0	590
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1280	0	0	1102	0	590
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	11	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 61.8% ICU Level of Service B
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.









						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		
Traffic Volume (vph)	1287	396	0	1447	0	0
Future Volume (vph)	1287	396	0	1447	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	0.86	1.00	1.00
Fr _t	0.965					
Fl _t Protected						
Satd. Flow (prot)	4802	0	0	6471	0	0
Fl _t Permitted						
Satd. Flow (perm)	4802	0	0	6471	0	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	225			204	220	
Travel Time (s)	3.1			2.8	5.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	1532	471	0	1723	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2003	0	0	1723	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	6			6	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 37.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 43: Meadowbrook Pkwy NB On Ramp & Hempstead Tpke










FB NB Saturday Midday peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Traffic Volume (veh/h)	1287	396	0	1447	0	0	
Future Volume (Veh/h)	1287	396	0	1447	0	0	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.92	0.92	
Hourly flow rate (vph)	1532	471	0	1723	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	858						
pX, platoon unblocked							
vC, conflicting volume			2003			2198	746
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			2003			2198	746
tC, single (s)			4.1			6.8	6.9
tC, 2 stage (s)							
tF (s)			2.2			3.5	3.3
p0 queue free %			100			100	100
cM capacity (veh/h)			290			38	356
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	613	613	777	431	431	431	431
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	471	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.36	0.36	0.46	0.25	0.25	0.25	0.25
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							
Approach Delay (s)	0.0						0.0
Approach LOS							
Intersection Summary							
Average Delay			0.0				
Intersection Capacity Utilization			37.0%		ICU Level of Service		A
Analysis Period (min)			15				

Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Lane Configurations	↑↑↑	↔		↔	↑↑↑		↔		↔
Traffic Volume (vph)	1436	62	71	429	1627	10	503	20	8
Future Volume (vph)	1436	62	71	429	1627	10	503	20	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	11	12
Storage Length (ft)		55		150		0	205		0
Storage Lanes		1		2		0	1		1
Taper Length (ft)				85					
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.91	0.88	1.00	1.00
Ped Bike Factor		0.97		1.00	1.00				0.99
Frt		0.850			0.999		0.850		0.865
Flt Protected				0.950					
Satd. Flow (prot)	4964	1561	0	3152	4959	0	2721	0	1644
Flt Permitted				0.950					
Satd. Flow (perm)	4964	1518	0	3148	4959	0	2721	0	1620
Right Turn on Red			No			Yes		No	Yes
Satd. Flow (RTOR)					1				31
Link Speed (mph)	40				40				
Link Distance (ft)	625				576				
Travel Time (s)	10.7				9.8				
Confl. Peds. (#/hr)		4		4		2			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	0%	0%	0%	1%	0%	1%	0%	0%
Adj. Flow (vph)	1465	63	72	438	1660	10	513	20	8
Shared Lane Traffic (%)									
Lane Group Flow (vph)	1465	135	0	438	1670	0	533	0	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	Right	R NA
Median Width(ft)	18				18				
Link Offset(ft)	0				0				
Crosswalk Width(ft)	16				16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9	9
Number of Detectors	0	0		2	0		2		0
Detector Template									
Leading Detector (ft)	0	0		50	0		50		0
Trailing Detector (ft)	0	0		0	0		0		0
Detector 1 Position(ft)	0	0		0	0		0		0
Detector 1 Size(ft)	0	0		20	0		20		0
Detector 1 Type				Cl+Ex			Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)				30			30		
Detector 2 Size(ft)				20			20		
Detector 2 Type				Cl+Ex			Cl+Ex		
Detector 2 Channel									

									
Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Detector 2 Extend (s)				0.0			0.0		
Turn Type	NA	Perm		Prot	NA		Over		Perm
Protected Phases	2			4	6		4		
Permitted Phases		2							4
Detector Phase	2	2		4	6		4		4
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	17.0		17.6		17.6
Total Split (s)	94.0	94.0		46.0	94.0		46.0		46.0
Total Split (%)	67.1%	67.1%		32.9%	67.1%		32.9%		32.9%
Maximum Green (s)	87.0	87.0		38.4	87.0		38.4		38.4
Yellow Time (s)	4.0	4.0		3.5	4.0		3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0		4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0		7.6		7.6
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		3.0	0.2		3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max		None		None
Walk Time (s)	7.0	7.0		7.0			7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0			31.0		31.0
Pedestrian Calls (#/hr)	1	1		0			0		0
Act Effct Green (s)	92.1	92.1		33.3	92.1		33.3		33.3
Actuated g/C Ratio	0.66	0.66		0.24	0.66		0.24		0.24
v/c Ratio	0.45	0.14		0.58	0.51		0.82		0.02
Control Delay	12.6	10.2		41.9	6.2		61.5		0.1
Queue Delay	0.0	0.0		0.0	0.2		0.0		0.0
Total Delay	12.7	10.2		41.9	6.4		61.5		0.1
LOS	B	B		D	A		E		A
Approach Delay	12.5				13.8				
Approach LOS	B				B				
Queue Length 50th (ft)	226	44		188	141		261		0
Queue Length 95th (ft)	283	79		m186	m132		323		0
Internal Link Dist (ft)	545				496				
Turn Bay Length (ft)		55		150			205		
Base Capacity (vph)	3264	998		864	3261		746		466
Starvation Cap Reductn	0	0		0	721		0		0
Spillback Cap Reductn	277	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0		0
Reduced v/c Ratio	0.49	0.14		0.51	0.66		0.71		0.02

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 81 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

44: Front St/Drwy & 4th St & Hempstead Tpke

05/23/2024

Intersection Signal Delay: 19.3

Intersection LOS: B

Intersection Capacity Utilization 61.3%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke















Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	435	1514	19	21	1476	213	99	157	8	190	83	439
Future Volume (vph)	435	1514	19	21	1476	213	99	157	8	190	83	439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99	1.00		1.00	0.98	0.97
Frt		0.998			0.981			0.992			0.896	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3120	4952	0	1745	4866	0	1745	1758	0	1745	1520	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3119	4952	0	1739	4866	0	1727	1758	0	1739	1520	1430
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	3		14	14		3	13		4	4		13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	463	1611	20	22	1570	227	105	167	9	202	88	467
Shared Lane Traffic (%)												42%
Lane Group Flow (vph)	463	1631	0	22	1797	0	105	176	0	202	284	271
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB NB Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	26.0		11.0	26.0		43.0	43.0		11.0	11.0	11.0
Total Split (s)	34.0	60.0		20.0	46.0		26.0	26.0		34.0	34.0	34.0
Total Split (%)	24.3%	42.9%		14.3%	32.9%		18.6%	18.6%		24.3%	24.3%	24.3%
Maximum Green (s)	28.0	54.0		14.0	40.0		20.0	20.0		28.0	28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		4			1		5	5		1	1	
Act Effct Green (s)	24.4	64.7		10.4	46.3		17.2	17.2		28.1	28.1	52.5
Actuated g/C Ratio	0.17	0.46		0.07	0.33		0.12	0.12		0.20	0.20	0.38
v/c Ratio	0.85	0.71		0.17	1.12		0.49	0.81		0.58	0.93	0.50
Control Delay	65.4	27.7		82.3	113.0		64.6	87.0		57.8	91.2	32.5
Queue Delay	0.0	0.2		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	65.4	27.9		82.3	113.0		64.6	87.0		57.8	91.2	32.5
LOS	E	C		F	F		E	F		E	F	C
Approach Delay		36.2			112.6			78.7			61.3	
Approach LOS		D			F			E			E	
Queue Length 50th (ft)	168	523		18	~700		90	157		166	266	178
Queue Length 95th (ft)	233	580		m43	#877		150	#250		255	#460	257
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	624	2287		174	1608		249	251		358	312	580
Starvation Cap Reductn	0	117		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.74	0.75		0.13	1.12		0.42	0.70		0.56	0.91	0.47

Intersection Summary

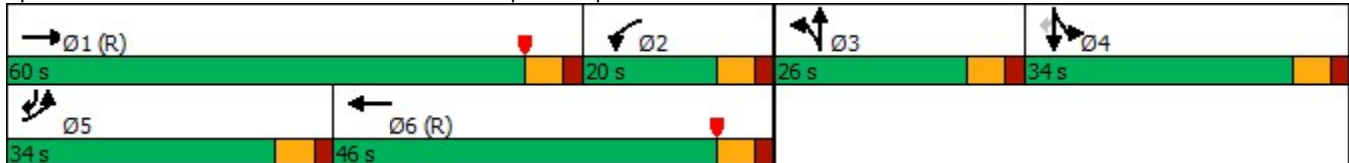
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 45 (32%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.12

Intersection Signal Delay: 70.5
 Intersection Capacity Utilization 91.2%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F

































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

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB NB Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (vph)	306	1282	140	247	1353	156	283	388	187	309	323	191
Future Volume (vph)	306	1282	140	247	1353	156	283	388	187	309	323	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00				1.00		1.00		0.98	1.00		0.98
Frt		0.985			0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4895	0	3152	4876	0	3268	3455	1546	3268	3455	1425
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3234	4895	0	3152	4876	0	3254	3455	1514	3253	3455	1398
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	5					5	6		7	7		6
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	1%	1%	0%	1%	2%
Adj. Flow (vph)	319	1335	146	257	1409	163	295	404	195	322	336	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	319	1481	0	257	1572	0	295	404	195	322	336	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB NB Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	26.0	50.0		26.0	50.0		26.0	38.0	26.0	26.0	38.0	26.0
Total Split (%)	18.6%	35.7%		18.6%	35.7%		18.6%	27.1%	18.6%	18.6%	27.1%	18.6%
Maximum Green (s)	19.0	42.0		19.0	42.0		19.0	30.0	19.0	19.0	30.0	19.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		2			2			0			2	
Act Effct Green (s)	17.3	55.7		15.5	53.9		19.4	20.8	37.2	18.1	19.4	37.7
Actuated g/C Ratio	0.12	0.40		0.11	0.38		0.14	0.15	0.27	0.13	0.14	0.27
v/c Ratio	0.80	0.76		0.74	0.84		0.65	0.79	0.48	0.76	0.70	0.53
Control Delay	75.0	40.8		73.1	44.9		64.3	68.8	27.8	70.9	64.9	28.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.0	40.8		73.1	44.9		64.3	68.8	27.8	70.9	64.9	28.5
LOS	E	D		E	D		E	E	C	E	E	C
Approach Delay		46.9			48.9			58.4			58.7	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	146	424		118	478		131	189	100	148	157	100
Queue Length 95th (ft)	198	#614		163	#679		184	238	121	193	191	126
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	444	1947		427	1877		470	740	445	467	740	399
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.76		0.60	0.84		0.63	0.55	0.44	0.69	0.45	0.50

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 51.4
 Intersection Capacity Utilization 88.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



							Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations							
Traffic Volume (vph)	429	51	426	553	0	335	
Future Volume (vph)	429	51	426	553	0	335	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor	1.00		1.00				
Frt	0.984					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3302	0	3204	3303	0	2814	
Flt Permitted			0.950				
Satd. Flow (perm)	3302	0	3198	3303	0	2814	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						85	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)		4	4		3		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	4%	2%	2%	2%	0%	1%	
Adj. Flow (vph)	442	53	439	570	0	345	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	495	0	439	570	0	345	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	1						0
Act Effct Green (s)	20.1		45.7	19.6		45.7	
Actuated g/C Ratio	0.26		0.59	0.25		0.59	
v/c Ratio	0.58		0.23	0.69		0.20	
Control Delay	29.3		7.9	30.7		5.7	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	29.3		7.9	30.7		5.7	
LOS	C		A	C		A	
Approach Delay	29.3			20.7	5.7		
Approach LOS	C			C	A		
Queue Length 50th (ft)	108		47	131		29	
Queue Length 95th (ft)	178		68	182		48	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	851		2295	1490		2039	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.58		0.19	0.38		0.17	













Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 77.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 20.2
 Intersection Capacity Utilization 38.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 47: Merrick Ave & Bellmore Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	191	31	138	148	43	41	440	155	53	436	146
Future Volume (vph)	124	191	31	138	148	43	41	440	155	53	436	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00			1.00			0.99			1.00	
Frt		0.979			0.966			0.961			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3320	0	1668	3165	0	1745	3321	0	1711	3241	0
Flt Permitted	0.624			0.605			0.349			0.340		
Satd. Flow (perm)	1045	3320	0	1062	3165	0	641	3321	0	612	3241	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			46			72			67	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)	1					1			1	1		
Confl. Bikes (#/hr)			2			1			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	7%	1%	8%	0%	0%	4%	2%	2%	4%	1%
Adj. Flow (vph)	132	203	33	147	157	46	44	468	165	56	464	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	236	0	147	203	0	44	633	0	56	619	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0		20.0
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0		36.0
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%		45.6%
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0		6.0
Lead/Lag				Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2		0.2
Recall Mode	Max	Max		None			Max	Max		Max		Max
Walk Time (s)	8.0	8.0					1.0	1.0		1.0		1.0
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0		0.0
Pedestrian Calls (#/hr)	0	0					0	0		0		0
Act Effct Green (s)	26.0	26.0		35.3	39.3		30.0	30.0		30.0		30.0
Actuated g/C Ratio	0.33	0.33		0.45	0.50		0.38	0.38		0.38		0.38
v/c Ratio	0.39	0.21		0.28	0.13		0.18	0.49		0.24		0.49
Control Delay	25.2	18.3		12.6	8.4		19.7	18.3		21.1		18.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	25.2	18.3		12.6	8.4		19.7	18.3		21.1		18.4
LOS	C	B		B	A		B	B		C		B
Approach Delay		20.8			10.2			18.4				18.7
Approach LOS		C			B			B				B
Queue Length 50th (ft)	50	39		38	20		14	107		19		106
Queue Length 95th (ft)	103	69		70	37		40	163		50		162
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	342	1104		581	1559		242	1302		231		1268
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.39	0.21		0.25	0.13		0.18	0.49		0.24		0.49

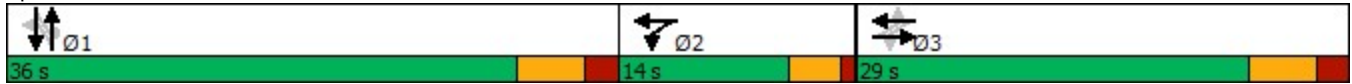
Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 79.3
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.49

Intersection Signal Delay: 17.5
Intersection Capacity Utilization 68.1%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd



Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	50	227	168	30	89	207	213	48	59	217	595	187
Future Volume (vph)	50	227	168	30	89	207	213	48	59	217	595	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99				0.99	1.00			1.00	1.00	
Frt		0.930					0.972				0.964	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1685	3147	0	0	0	1620	3277	0	0	1652	3279	0
Flt Permitted	0.583					0.385				0.322		
Satd. Flow (perm)	1033	3147	0	0	0	653	3277	0	0	560	3279	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	1		3	3	3	3		1		1		1
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	9%	1%	0%	1%	0%	4%	0%	2%	2%	3%	0%
Adj. Flow (vph)	53	239	177	32	94	218	224	51	62	228	626	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	448	0	0	0	312	275	0	0	290	823	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	3 4		1	1	1 2	
Permitted Phases	4				3 4	3 4			1 2	1 2		

Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations				
Traffic Volume (vph)	42	268	195	32
Future Volume (vph)	42	268	195	32
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Frt		0.931		
Flt Protected	0.950			
Satd. Flow (prot)	1685	3150	0	0
Flt Permitted	0.342			
Satd. Flow (perm)	606	3150	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	1		1	1
Confl. Bikes (#/hr)			1	1
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	3%
Adj. Flow (vph)	44	282	205	34
Shared Lane Traffic (%)				
Lane Group Flow (vph)	44	521	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			

Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Detector Phase	4	4			3	3	3 4		1	1	1 2	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	17.7	17.7				35.4	40.6			34.7	39.8	
Actuated g/C Ratio	0.19	0.19				0.39	0.45			0.38	0.44	
v/c Ratio	0.26	0.73				0.74	0.19			0.77	0.57	
Control Delay	37.0	42.8				30.5	16.0			36.0	21.8	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	37.0	42.8				30.5	16.0			36.0	21.8	
LOS	D	D				C	B			D	C	
Approach Delay		42.2					23.7				25.5	
Approach LOS		D					C				C	
Queue Length 50th (ft)	24	117				105	42			105	173	
Queue Length 95th (ft)	74	232				#253	100			#260	303	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	353	1077				501	1918			375	1438	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.15	0.42				0.62	0.14			0.77	0.57	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 90.8
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 31.8
 Intersection Capacity Utilization 106.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: C
 ICU Level of Service G





















Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave















Lane Group	SBL	SBT	SBR	SBR2
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	1	1		
Act Effct Green (s)	19.1	19.1		
Actuated g/C Ratio	0.21	0.21		
v/c Ratio	0.35	0.79		
Control Delay	40.5	43.9		
Queue Delay	0.0	0.0		
Total Delay	40.5	43.9		
LOS	D	D		
Approach Delay		43.6		
Approach LOS		D		
Queue Length 50th (ft)	21	143		
Queue Length 95th (ft)	61	240		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	127	663		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.35	0.79		
Intersection Summary				

Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

FB NB Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	523	71	112	465	143	104	370	55	171	380	77
Future Volume (vph)	148	523	71	112	465	143	104	370	55	171	380	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99		0.99	1.00		0.99	0.99	
Frt		0.982			0.965			0.981			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	3292	0	1652	3249	0	1668	1795	0	1668	1813	0
Flt Permitted	0.266			0.333			0.250			0.195		
Satd. Flow (perm)	459	3292	0	574	3249	0	437	1795	0	340	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			44			8			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	10		11	11		10	14		16	16		14
Confl. Bikes (#/hr)			1			3			6			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	4%	0%	2%	3%	1%	1%	3%	6%	1%	2%	0%
Adj. Flow (vph)	151	534	72	114	474	146	106	378	56	174	388	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	606	0	114	620	0	106	434	0	174	467	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

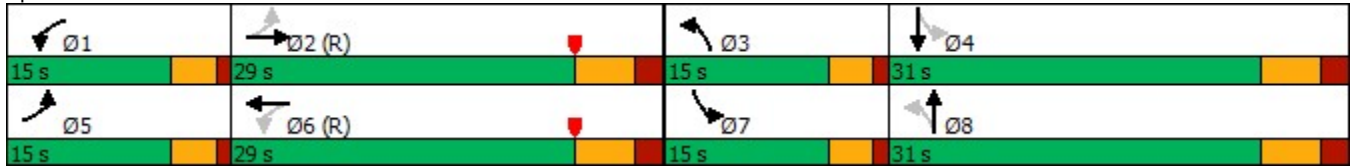
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	14.0		7.0	14.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		5			5			4			3	
Act Effct Green (s)	39.2	29.4		36.8	26.7		34.4	24.6		38.6	28.4	
Actuated g/C Ratio	0.44	0.33		0.41	0.30		0.38	0.27		0.43	0.32	
v/c Ratio	0.47	0.56		0.34	0.62		0.39	0.87		0.60	0.81	
Control Delay	20.6	28.8		18.2	29.9		18.4	50.3		24.1	40.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.6	28.8		18.2	29.9		18.4	50.3		24.1	40.9	
LOS	C	C		B	C		B	D		C	D	
Approach Delay		27.2			28.1			44.0			36.3	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	52	157		39	157		32	220		55	230	
Queue Length 95th (ft)	90	221		71	218		63	#398		98	#432	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	350	1087		383	1005		333	519		311	579	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.56		0.30	0.62		0.32	0.84		0.56	0.81	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 33.0
 Intersection Capacity Utilization 75.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave















Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	680	66	32	623	319	88	252	30	283	265	32
Future Volume (vph)	19	680	66	32	623	319	88	252	30	283	265	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.96		1.00				
Frt		0.987				0.850		0.984			0.984	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3332	0	1745	3421	1463	1604	1805	0	1636	1791	0
Flt Permitted		0.927		0.195			0.570			0.300		
Satd. Flow (perm)	0	3092	0	358	3421	1403	963	1805	0	517	1791	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		11						6			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	14		5	5		14						
Confl. Bikes (#/hr)			2						1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	3%	2%	0%	2%	3%	5%	0%	0%	3%	1%	0%
Adj. Flow (vph)	20	716	69	34	656	336	93	265	32	298	279	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	805	0	34	656	336	93	297	0	298	313	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
 51: Brookside Ave/Uniondale Ave & Nassau Rd

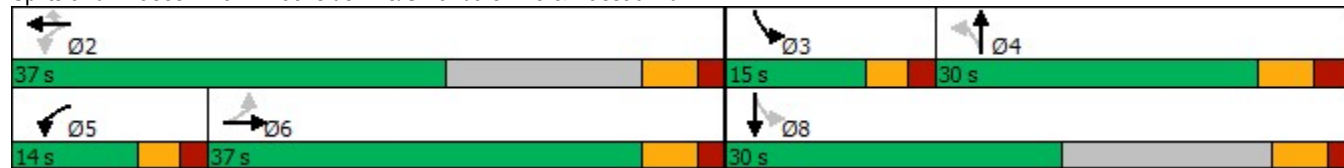
FB NB Saturday Midday peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	0	0			1	1						
Act Effct Green (s)		31.5		39.3	38.3	38.3	18.0	18.0		35.3	34.3	
Actuated g/C Ratio		0.37		0.46	0.45	0.45	0.21	0.21		0.42	0.40	
v/c Ratio		0.70		0.12	0.42	0.53	0.46	0.77		0.85	0.43	
Control Delay		28.3		14.2	17.0	20.9	38.2	45.3		45.2	20.7	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		28.3		14.2	17.0	20.9	38.2	45.3		45.2	20.7	
LOS		C		B	B	C	D	D		D	C	
Approach Delay		28.3			18.2			43.6			32.6	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		207		10	123	127	46	156		121	124	
Queue Length 95th (ft)		304		27	178	220	96	252		#271	202	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1156		315	1845	757	265	502		349	841	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.70		0.11	0.36	0.44	0.35	0.59		0.85	0.37	








Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 84.8
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 27.7
 Intersection Capacity Utilization 82.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	624	1238	972	169	7	81	510
Future Volume (vph)	624	1238	972	169	7	81	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Ped Bike Factor	1.00		1.00				
Frt			0.978			0.888	0.850
Flt Protected	0.950					0.987	
Satd. Flow (prot)	1668	4841	4846	0	0	3093	1407
Flt Permitted	0.163					0.987	
Satd. Flow (perm)	286	4841	4846	0	0	3093	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			32			269	6
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Confl. Peds. (#/hr)	1			1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%	1%
Adj. Flow (vph)	657	1303	1023	178	7	85	537
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	657	1303	1201	0	0	361	268
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2

							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Permitted Phases	1 2				3		3
Detector Phase	2	1 2	1		3	3	2
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	76.0	82.0	47.2			11.0	45.8
Actuated g/C Ratio	0.72	0.78	0.45			0.10	0.44
v/c Ratio	1.12	0.34	0.55			0.64	0.43
Control Delay	104.1	3.8	21.4			17.8	23.4
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	104.1	3.8	21.4			17.8	23.4
LOS	F	A	C			B	C
Approach Delay		37.5	21.4			20.2	
Approach LOS		D	C			C	
Queue Length 50th (ft)	~411	72	202			30	132
Queue Length 95th (ft)	#695	109	238			73	217
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	586	3780	2194			1264	617
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	1.12	0.34	0.55			0.29	0.43

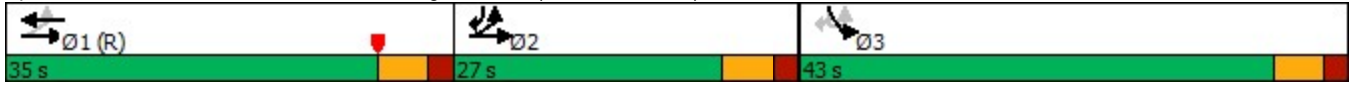
Intersection Summary























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.12
 Intersection Signal Delay: 29.5
 Intersection Capacity Utilization 80.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

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

Queue shown is maximum after two cycles.

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



													
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	
Lane Configurations													
Traffic Volume (vph)	7	30	1997	623	35	395	1802	112	491	50	665	184	
Future Volume (vph)	7	30	1997	623	35	395	1802	112	491	50	665	184	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13	
Storage Length (ft)		200		0		155		0	0		0	70	
Storage Lanes		1		1		2		0	2		1	1	
Taper Length (ft)		60				110			0			75	
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95	
Ped Bike Factor		1.00		0.98		1.00	1.00			0.99	0.98	1.00	
Frt				0.850			0.991			0.889	0.850		
Flt Protected		0.950				0.950			0.950	0.994		0.950	
Satd. Flow (prot)	0	1685	4964	1605	0	3385	6137	0	3113	1422	1534	1754	
Flt Permitted		0.950				0.950			0.950	0.994		0.950	
Satd. Flow (perm)	0	1684	4964	1578	0	3384	6137	0	3113	1422	1511	1749	
Right Turn on Red				Yes				Yes			Yes		
Satd. Flow (RTOR)				224			8			91	61		
Link Speed (mph)			40				40			25			
Link Distance (ft)			700				492			452			
Travel Time (s)			11.9				8.4			12.3			
Confl. Peds. (#/hr)		2		3		3		2			5	5	
Confl. Bikes (#/hr)				4									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	0%	0%	1%	4%	0%	0%	2%	0%	2%	0%	0%	1%	
Adj. Flow (vph)	7	32	2102	656	37	416	1897	118	517	53	700	194	
Shared Lane Traffic (%)									10%		43%	36%	
Lane Group Flow (vph)	0	39	2102	656	0	453	2015	0	465	406	399	124	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	
Median Width(ft)			24				32			36			
Link Offset(ft)			0				0			0			
Crosswalk Width(ft)			16				16			16			
Two way Left Turn Lane													
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96	
Turning Speed (mph)	9	15		9	9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1	
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left	
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94				94			94			
Detector 2 Size(ft)			6				6			6			
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↙	↙
Traffic Volume (vph)	54	80
Future Volume (vph)	54	80
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.973	
Satd. Flow (prot)	1688	1615
Flt Permitted	0.973	
Satd. Flow (perm)	1686	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	57	84
Shared Lane Traffic (%)		
Lane Group Flow (vph)	127	84
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	1			2		1	1		
Act Effct Green (s)		9.3	50.8	97.2		23.5	65.0		46.3	46.3	75.9	15.3
Actuated g/C Ratio		0.06	0.32	0.61		0.15	0.41		0.29	0.29	0.47	0.10
v/c Ratio		0.40	1.33	0.62		0.91	0.81		0.52	0.85	0.53	0.74
Control Delay		95.4	190.0	6.5		90.1	45.2		50.0	59.1	27.7	95.5
Queue Delay		0.0	0.0	0.0		0.0	0.1		0.0	0.0	0.0	0.0
Total Delay		95.4	190.0	6.5		90.1	45.4		50.0	59.1	27.7	95.5
LOS		F	F	A		F	D		D	E	C	F
Approach Delay			145.6				53.6			45.9		
Approach LOS			F				D			D		
Queue Length 50th (ft)		43	~1066	167		243	537		225	377	258	134
Queue Length 95th (ft)		m54	m#1073	m225		#338	607		287	#597	370	#233
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	1576	1054		507	2499		901	476	752	175
Starvation Cap Reductn		0	0	11		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	46		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.15	1.33	0.63		0.89	0.82		0.52	0.85	0.53	0.71

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated







Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	15.3	24.6
Actuated g/C Ratio	0.10	0.15
v/c Ratio	0.79	0.34
Control Delay	102.0	34.1
Queue Delay	0.0	0.0
Total Delay	102.0	34.1
LOS	F	C
Approach Delay	82.5	
Approach LOS	F	
Queue Length 50th (ft)	138	44
Queue Length 95th (ft)	#250	72
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	168	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.76	0.21
Intersection Summary		

Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 91.0
 Intersection Capacity Utilization 107.2%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service G

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

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1211	427	26	1119	90	278	99	21	96	100	113
Future Volume (vph)	136	1211	427	26	1119	90	278	99	21	96	100	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.99		1.00			1.00		1.00	0.99	
Frt			0.850		0.989			0.974			0.920	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3622	1599	1685	3468	0	3236	1722	0	1770	1629	0
Flt Permitted	0.084			0.126			0.950			0.950		
Satd. Flow (perm)	151	3622	1575	223	3468	0	3236	1722	0	1764	1629	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			270		6			7				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)	1					1			2	2		
Confl. Bikes (#/hr)			4			1			2			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	3%	1%	0%	3%	0%	1%	0%	0%	2%	3%	3%
Adj. Flow (vph)	143	1275	449	27	1178	95	293	104	22	101	105	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	1275	449	27	1273	0	293	126	0	101	224	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20				20
Link Offset(ft)		0			0			0				-12
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	81.8	73.7	73.7	72.7	65.1		18.4	18.4		23.8	23.8	
Actuated g/C Ratio	0.58	0.53	0.53	0.52	0.46		0.13	0.13		0.17	0.17	
v/c Ratio	0.69	0.67	0.47	0.16	0.79		0.69	0.54		0.34	0.81	
Control Delay	38.1	29.1	11.2	17.8	37.7		66.5	61.8		52.9	77.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.1	29.1	11.2	17.8	37.7		66.5	61.8		52.9	77.3	
LOS	D	C	B	B	D		E	E		D	E	
Approach Delay		25.5			37.3			65.1			69.7	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	57	459	95	10	500		134	103		81	198	
Queue Length 95th (ft)	139	643	222	29	#804		176	165		134	284	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	240	1906	957	262	1615		785	423		366	337	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.60	0.67	0.47	0.10	0.79		0.37	0.30		0.28	0.66	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 13 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 37.3

Intersection LOS: D







Intersection Capacity Utilization 79.8%















ICU Level of Service D







Analysis Period (min) 15

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

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

 Ø1 17 s	 Ø2 (R) 48 s	 Ø4 35 s	 Ø8 40 s
 Ø5 17 s	 Ø6 (R) 48 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	279	352	213	1071	883	195
Future Volume (vph)	279	352	213	1071	883	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.973	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1787	3505	3381	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1599	374	3505	3381	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		9			34	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	3%	4%	2%
Adj. Flow (vph)	291	367	222	1116	920	203
Shared Lane Traffic (%)						
Lane Group Flow (vph)	291	367	222	1116	1123	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

Lane Group						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	15.6	34.1	36.6	38.6	20.1	
Actuated g/C Ratio	0.24	0.51	0.55	0.58	0.30	
v/c Ratio	0.37	0.44	0.43	0.55	1.07	
Control Delay	22.2	11.5	10.5	10.6	74.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.2	11.5	10.5	10.6	74.2	
LOS	C	B	B	B	E	
Approach Delay	16.3			10.6	74.2	
Approach LOS	B			B	E	
Queue Length 50th (ft)	51	84	35	130	~272	
Queue Length 95th (ft)	80	139	91	234	#456	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1271	824	531	2002	1050	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.45	0.42	0.56	1.07	

Intersection Summary















Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 66.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 34.7
 Intersection Capacity Utilization 63.7%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: C
 ICU Level of Service B

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	25	25	13	1348	1089	27
Future Volume (vph)	25	25	13	1348	1089	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor	1.00		1.00		1.00	
Frt		0.850			0.996	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1805	5036	3483	0
Flt Permitted	0.950		0.163			
Satd. Flow (perm)	1734	1615	309	5036	3483	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		27			3	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)	1		11			11
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	0%	3%	3%	8%
Adj. Flow (vph)	27	27	14	1434	1159	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	27	14	1434	1188	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	
Permitted Phases		3	1 2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	4	4				
Act Effct Green (s)	10.4	10.4	35.6	44.5	24.5	
Actuated g/C Ratio	0.18	0.18	0.61	0.76	0.42	
v/c Ratio	0.09	0.09	0.03	0.37	0.81	
Control Delay	19.5	8.1	8.4	6.2	28.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.5	8.1	8.4	6.2	28.5	
LOS	B	A	A	A	C	
Approach Delay	13.8			6.3	28.5	
Approach LOS	B			A	C	
Queue Length 50th (ft)	10	0	1	68	198	
Queue Length 95th (ft)	24	15	12	211	#567	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	818	775	601	3938	1460	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.03	0.03	0.02	0.36	0.81	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 58.6
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 16.2
 Intersection Capacity Utilization 46.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

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

Splits and Phases: 56: Merrick Ave & Privado Rd



Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	786	221	199	746	45	213	90	120	32	169	43
Future Volume (vph)	27	786	221	199	746	45	213	90	120	32	169	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00			1.00				1.00	1.00
Frt			0.850			0.850		0.914			0.976	
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1562	5036	1463	1652	5085	1478	1608	1541	0	0	1799	0
Flt Permitted	0.950			0.950			0.539				0.929	
Satd. Flow (perm)	1562	5036	1431	1650	5085	1478	912	1541	0	0	1683	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						120		91			14	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)			1	1			1					1
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	3%	2%	2%	2%	1%	2%	1%	3%	2%	2%
Adj. Flow (vph)	28	810	228	205	769	46	220	93	124	33	174	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	810	228	205	769	46	220	217	0	0	251	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	26.0	26.0	20.0	35.0	35.0	34.0	34.0		34.0	34.0	
Total Split (%)	13.8%	32.5%	32.5%	25.0%	43.8%	43.8%	42.5%	42.5%		42.5%	42.5%	
Maximum Green (s)	6.0	18.6	18.6	15.0	27.6	27.6	27.2	27.2		27.2	27.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.5	25.6	25.6	13.0	39.2	39.2	22.2	22.2				22.2
Actuated g/C Ratio	0.07	0.32	0.32	0.16	0.49	0.49	0.28	0.28				0.28
v/c Ratio	0.26	0.50	0.50	0.76	0.31	0.06	0.87	0.44				0.53
Control Delay	41.4	25.1	30.0	50.9	14.8	0.1	59.1	15.2				26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	41.4	25.1	30.0	50.9	14.8	0.1	59.1	15.2				26.2
LOS	D	C	C	D	B	A	E	B				C
Approach Delay		26.6			21.4			37.3				26.2
Approach LOS		C			C			D				C
Queue Length 50th (ft)	14	125	97	97	73	0	102	48				97
Queue Length 95th (ft)	38	178	#200	#182	141	0	#202	100				155
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	117	1613	458	309	2494	786	310	584				581
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.24	0.50	0.50	0.66	0.31	0.06	0.71	0.37				0.43

Intersection Summary

Area Type: Other

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 35 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 26.4
 Intersection LOS: C
 Intersection Capacity Utilization 73.3%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke



Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	95	22	50	60	182	13	610	52	153	604	13
Future Volume (vph)	27	95	22	50	60	182	13	610	52	153	604	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.98	0.99	1.00		1.00	1.00	
Frt		0.979				0.850		0.988			0.997	
Flt Protected		0.991			0.978		0.950			0.950		
Satd. Flow (prot)	0	1815	0	0	1746	1599	1624	3374	0	1624	3261	0
Flt Permitted		0.916			0.825		0.384			0.331		
Satd. Flow (perm)	0	1678	0	0	1471	1573	653	3374	0	566	3261	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				196		13			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	1		3	3		1	9		1	1		9
Confl. Bikes (#/hr)						5			1			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	4%	2%	1%	0%	2%	2%	0%	3%	0%
Adj. Flow (vph)	29	102	24	54	65	196	14	656	56	165	649	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	0	0	119	196	14	712	0	165	663	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	27.5	27.5		27.5	27.5	27.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	3	3		3	3	3						
Act Effct Green (s)		11.2			11.2	11.2	20.6	20.6		27.1	28.6	
Actuated g/C Ratio		0.22			0.22	0.22	0.40	0.40		0.53	0.56	
v/c Ratio		0.41			0.37	0.39	0.05	0.52		0.39	0.36	
Control Delay		19.7			21.2	5.8	14.6	15.3		8.8	7.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		19.7			21.2	5.8	14.6	15.3		8.8	7.5	
LOS		B			C	A	B	B		A	A	
Approach Delay		19.7			11.6			15.2			7.8	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		37			31	0	2	75		16	41	
Queue Length 95th (ft)		83			72	39	16	190		62	117	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		784			680	833	262	1365		538	1826	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.20			0.17	0.24	0.05	0.52		0.31	0.36	

Intersection Summary










Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 51.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52

Intersection Signal Delay: 12.0
Intersection Capacity Utilization 62.5%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	147	141	59	172	129
Future Volume (vph)	7	147	141	59	172	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.871		0.960			
Flt Protected	0.998					0.972
Satd. Flow (prot)	1652	0	1965	0	0	1889
Flt Permitted	0.998					0.972
Satd. Flow (perm)	1652	0	1965	0	0	1889
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)		1				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	3%	0%	1%	1%
Adj. Flow (vph)	8	167	160	67	195	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	175	0	227	0	0	342
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 47.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
59: Main St & Meadow St













FB NB Saturday Midday peak hour
05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	147	141	59	172	129
Future Volume (Veh/h)	7	147	141	59	172	129
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	8	167	160	67	195	147
Pedestrians						1
Lane Width (ft)						13.0
Walking Speed (ft/s)						3.5
Percent Blockage						0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.94					
vC, conflicting volume	730	194			227	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	684	194			227	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	80			86	
cM capacity (veh/h)	337	851			1347	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	175	227	342			
Volume Left	8	0	195			
Volume Right	167	67	0			
cSH	796	1700	1347			
Volume to Capacity	0.22	0.13	0.14			
Queue Length 95th (ft)	21	0	13			
Control Delay (s)	10.8	0.0	5.2			
Lane LOS	B		A			
Approach Delay (s)	10.8	0.0	5.2			
Approach LOS	B					
Intersection Summary						
Average Delay			4.9			
Intersection Capacity Utilization			47.0%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	106	33	10	103	11	26	227	28	23	216	41
Future Volume (vph)	31	106	33	10	103	11	26	227	28	23	216	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00				0.98			0.98
Frt		0.974			0.988				0.850			0.850
Flt Protected		0.991			0.996			0.995			0.995	
Satd. Flow (prot)	0	1824	0	0	1853	0	0	1718	1615	0	1733	1463
Flt Permitted		0.903			0.958			0.946			0.950	
Satd. Flow (perm)	0	1662	0	0	1782	0	0	1634	1579	0	1655	1432
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		27							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	1		4	4		1						
Confl. Bikes (#/hr)			2						2			1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	9%	0%	3%	0%	0%	2%	3%
Adj. Flow (vph)	37	126	39	12	123	13	31	270	33	27	257	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	202	0	0	148	0	0	301	33	0	284	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

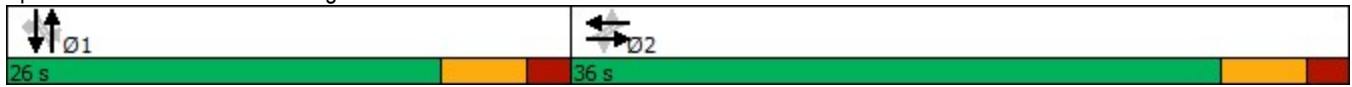
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		10.7			10.7			20.0	20.0		20.0	20.0
Actuated g/C Ratio		0.25			0.25			0.47	0.47		0.47	0.47
v/c Ratio		0.46			0.33			0.39	0.04		0.37	0.07
Control Delay		15.6			15.4			9.6	2.0		9.3	2.9
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		15.6			15.4			9.6	2.0		9.3	2.9
LOS		B			B			A	A		A	A
Approach Delay		15.6			15.4			8.9			8.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		35			29			41	0		38	0
Queue Length 95th (ft)		71			59			88	6		82	11
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1177			1253			766	768		776	699
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.17			0.12			0.39	0.04		0.37	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 42.7
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 11.0
 Intersection Capacity Utilization 59.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 60: Washington Ave & Meadow St



Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	35	58	16	34	17	60	884	15	8	609	56
Future Volume (vph)	73	35	58	16	34	17	60	884	15	8	609	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.953			0.966			0.998			0.988	
Flt Protected		0.979			0.988			0.997			0.999	
Satd. Flow (prot)	0	1720	0	0	1780	0	0	3485	0	0	3421	0
Flt Permitted		0.827			0.890			0.870			0.941	
Satd. Flow (perm)	0	1453	0	0	1602	0	0	3041	0	0	3222	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			17			3			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	1		6	6		1	1		3	3		1
Confl. Bikes (#/hr)									3			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	0%	2%	0%	3%	0%	4%	3%	0%	0%	4%	4%
Adj. Flow (vph)	74	36	59	16	35	17	61	902	15	8	621	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	0	0	68	0	0	978	0	0	686	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB NB Saturday Midday peak hour
05/23/2024










Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		10.3			10.3			24.6			24.6	
Actuated g/C Ratio		0.24			0.24			0.57			0.57	
v/c Ratio		0.43			0.17			0.56			0.37	
Control Delay		12.5			10.7			11.6			8.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.5			10.7			11.6			8.4	
LOS		B			B			B			A	
Approach Delay		12.5			10.7			11.6			8.4	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		22			10			73			43	
Queue Length 95th (ft)		55			29			#239			123	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		814			876			1746			1856	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.21			0.08			0.56			0.37	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 42.9
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 10.5
 Intersection Capacity Utilization 76.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 61: Clinton St & Meadow St













						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	6	42	23	6	43	18
Future Volume (vph)	6	42	23	6	43	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.882				0.961	
Flt Protected				0.962	0.966	
Satd. Flow (prot)	1676	0	0	1828	1881	0
Flt Permitted				0.962	0.966	
Satd. Flow (perm)	1676	0	0	1828	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)		2	2			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	7	48	26	7	49	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	0	33	69	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
62: Lindbergh St & Meadow St










FB NB Saturday Midday peak hour
05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	6	42	23	6	43	18
Future Volume (Veh/h)	6	42	23	6	43	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	7	48	26	7	49	20
Pedestrians					2	
Lane Width (ft)					14.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			57		92	33
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			57		92	33
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		95	98
cM capacity (veh/h)			1557		896	1044
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	55	33	69			
Volume Left	0	26	49			
Volume Right	48	0	20			
cSH	1700	1557	934			
Volume to Capacity	0.03	0.02	0.07			
Queue Length 95th (ft)	0	1	6			
Control Delay (s)	0.0	5.8	9.2			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.8	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			18.4%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	231	308	53	54	4
Future Volume (vph)	3	231	308	53	54	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.980		0.991	
Flt Protected		0.999			0.955	
Satd. Flow (prot)	0	1898	1825	0	1798	0
Flt Permitted		0.999			0.955	
Satd. Flow (perm)	0	1898	1825	0	1798	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	4			4		2
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%
Adj. Flow (vph)	3	246	328	56	57	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	249	384	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 30.1% ICU Level of Service A
 Analysis Period (min) 15













						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	231	308	53	54	4
Future Volume (Veh/h)	3	231	308	53	54	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	3	246	328	56	57	4
Pedestrians		2			4	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	388				612	362
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	388				612	362
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				88	99
cM capacity (veh/h)	1177				457	683
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	249	384	61			
Volume Left	3	0	57			
Volume Right	0	56	4			
cSH	1177	1700	467			
Volume to Capacity	0.00	0.23	0.13			
Queue Length 95th (ft)	0	0	11			
Control Delay (s)	0.1	0.0	13.9			
Lane LOS	A		B			
Approach Delay (s)	0.1	0.0	13.9			
Approach LOS			B			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			30.1%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St

FB NB Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	204	89	38	39	147	19	14	38	245	11	9	152
Future Volume (vph)	204	89	38	39	147	19	14	38	245	11	9	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	10	11
Storage Length (ft)	55		0	0		0		85		95	135	
Storage Lanes	1		0	0		1		1		1	1	
Taper Length (ft)	25			0				110			85	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor								1.00				
Frt		0.955				0.850				0.850		
Flt Protected	0.950				0.990			0.950			0.950	
Satd. Flow (prot)	1745	1682	0	0	1793	1358	0	1649	3261	1561	1518	3231
Flt Permitted	0.636				0.913			0.652			0.483	
Satd. Flow (perm)	1168	1682	0	0	1653	1358	0	1130	3261	1561	772	3231
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		31				95				95		
Link Speed (mph)		40			40				30			30
Link Distance (ft)		1221			945				506			557
Travel Time (s)		20.8			16.1				11.5			12.7
Confl. Peds. (#/hr)								1				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	3%	1%	11%	0%	3%	7%	0%	11%	8%
Adj. Flow (vph)	213	93	40	41	153	20	15	40	255	11	9	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	133	0	0	194	20	0	55	255	11	9	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		11			0				10			10
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.09	1.04
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2	1	1	1	1	1	1	2
Detector Template				Left			Left					
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	160
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	94
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	154
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	215
Future Volume (vph)	215
Ideal Flow (vphpl)	1900
Lane Width (ft)	8
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1400
Flt Permitted	
Satd. Flow (perm)	1370
Right Turn on Red	Yes
Satd. Flow (RTOR)	224
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	224
Shared Lane Traffic (%)	
Lane Group Flow (vph)	224
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.20
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	
Leading Detector (ft)	160
Trailing Detector (ft)	154
Detector 1 Position(ft)	154
Detector 1 Size(ft)	6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4			4				2		1	6
Permitted Phases	4			4		4	2	2		2	6	
Detector Phase	4	4		4	4	4	2	2	2	2	1	6
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	17.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	22.5
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	30.5
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	40.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	25.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5			5.5	5.5	4.0	5.5
Lead/Lag							Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	4.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	Min
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	0	0		0	0	0						
Act Effct Green (s)	16.1	16.1			16.1	16.1			17.4	17.4	17.4	18.8
Actuated g/C Ratio	0.35	0.35			0.35	0.35			0.38	0.38	0.38	0.41
v/c Ratio	0.52	0.22			0.34	0.04			0.13	0.21	0.02	0.12
Control Delay	17.9	9.9			13.4	0.1			13.1	12.0	0.1	9.3
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	17.9	9.9			13.4	0.1			13.1	12.0	0.1	9.3
LOS	B	A			B	A			B	B	A	A
Approach Delay		14.8			12.2					11.7		5.9
Approach LOS		B			B					B		A
Queue Length 50th (ft)	40	17			34	0			8	19	0	11
Queue Length 95th (ft)	112	55			91	0			40	65	0	33
Internal Link Dist (ft)		1141			865					426		477
Turn Bay Length (ft)	55								85		135	
Base Capacity (vph)	648	946			916	795			626	1809	908	2796
Starvation Cap Reductn	0	0			0	0			0	0	0	0
Spillback Cap Reductn	0	0			0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0			0	0	0	0
Reduced v/c Ratio	0.33	0.14			0.21	0.03			0.09	0.14	0.01	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 46.1
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 10.8
 Intersection LOS: B

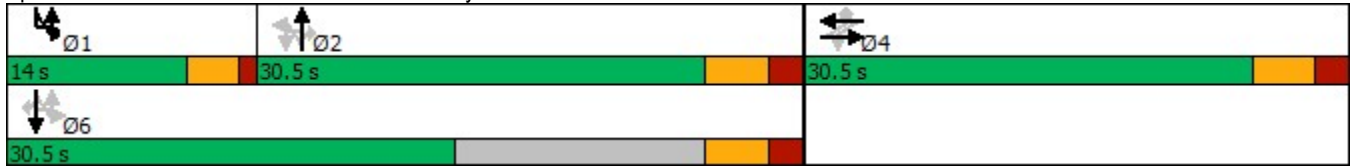
Lane Group	SBR
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	17.0
Minimum Split (s)	22.5
Total Split (s)	30.5
Total Split (%)	40.7%
Maximum Green (s)	25.0
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.5
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Recall Mode	Min
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	18.8
Actuated g/C Ratio	0.41
v/c Ratio	0.32
Control Delay	3.3
Queue Delay	0.0
Total Delay	3.3
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	33
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1216
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.18

Intersection Summary

Intersection Capacity Utilization 70.0%
 Analysis Period (min) 15

ICU Level of Service C

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	36	8	14	1725	29	35	1675	29	13	18	6	35
Future Volume (vph)	36	8	14	1725	29	35	1675	29	13	18	6	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0	105		0				0
Storage Lanes			1		0	1		1				0
Taper Length (ft)			25			135						
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95	1.00
Ped Bike Factor			1.00	1.00		1.00	1.00		0.98	0.98	0.99	
Frt				0.997			0.997		0.850		0.877	
Flt Protected			0.950			0.950				0.950	0.998	
Satd. Flow (prot)	0	0	1805	5119	0	1805	4838	0	1389	1715	1522	0
Flt Permitted			0.950			0.950				0.730	0.983	
Satd. Flow (perm)	0	0	1800	5119	0	1803	4838	0	1367	1291	1498	0
Right Turn on Red					Yes				No			Yes
Satd. Flow (RTOR)				3							37	
Link Speed (mph)				40			40				30	
Link Distance (ft)				1206			488				252	
Travel Time (s)				20.6			8.3				5.7	
Confl. Peds. (#/hr)		7	7		7	7		7	7	16		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	3%
Adj. Flow (vph)	38	8	15	1816	31	37	1763	31	14	19	6	37
Shared Lane Traffic (%)									10%	10%		
Lane Group Flow (vph)	0	0	61	1847	0	37	1795	0	13	17	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	Left	Left	Right	Right	Left	Left	Right
Median Width(ft)				12			12				12	
Link Offset(ft)				0			0				0	
Crosswalk Width(ft)				16			16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	15		9	9	15		9
Number of Detectors	0	1	1	2		1	2		1	1	2	
Detector Template		Left	Left	Thru		Left	Thru		Right	Left	Thru	
Leading Detector (ft)	0	20	20	100		20	100		20	20	100	
Trailing Detector (ft)	0	0	0	0		0	0		0	0	0	
Detector 1 Position(ft)	0	0	0	0		0	0		0	0	0	
Detector 1 Size(ft)	0	20	20	6		20	6		20	20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94			94				94	
Detector 2 Size(ft)				6			6				6	
Detector 2 Type				Cl+Ex			Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)				0.0			0.0				0.0	

Lane Group	SBL	SBT	SBR
Lane Configurations		↔↔	
Traffic Volume (vph)	20	2	16
Future Volume (vph)	20	2	16
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	0		0
Storage Lanes	0		0
Taper Length (ft)	0		
Lane Util. Factor	0.95	0.95	0.95
Ped Bike Factor		0.98	
Frt		0.936	
Flt Protected		0.974	
Satd. Flow (prot)	0	3246	0
Flt Permitted		0.802	
Satd. Flow (perm)	0	2669	0
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)		30	
Link Distance (ft)		297	
Travel Time (s)		6.8	
Confl. Peds. (#/hr)	2		16
Peak Hour Factor	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%
Adj. Flow (vph)	21	2	17
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	40	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		12	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	
Detector Template	Left	Thru	
Leading Detector (ft)	20	100	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	

Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB NB Saturday Midday peak hour
05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR
Turn Type	Prot	Prot	Prot	NA		Prot	NA		Perm	Perm	NA	
Protected Phases	5	5	5	2		1	6				4	
Permitted Phases									6	4		
Detector Phase	5	5	5	2		1	6		6	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	10.0		10.0	5.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	17.0		17.0	12.0	12.0	
Total Split (s)	22.0	22.0	22.0	86.0		22.0	86.0		86.0	32.0	32.0	
Total Split (%)	15.7%	15.7%	15.7%	61.4%		15.7%	61.4%		61.4%	22.9%	22.9%	
Maximum Green (s)	17.0	17.0	17.0	79.0		17.0	79.0		79.0	25.0	25.0	
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	5.0		5.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0		2.0	3.0	3.0	
Lost Time Adjust (s)			0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)			5.0	7.0		5.0	7.0		7.0	7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lag		Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	0.2		0.2	3.0	3.0	
Recall Mode	None	None	None	C-Max		None	C-Max		C-Max	None	None	
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			10.1	108.8		7.5	106.4		106.4	10.7	10.7	
Actuated g/C Ratio			0.07	0.78		0.05	0.76		0.76	0.08	0.08	
v/c Ratio			0.47	0.46		0.39	0.49		0.01	0.17	0.30	
Control Delay			64.1	19.7		74.8	10.0		8.7	60.4	26.0	
Queue Delay			0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay			64.1	19.7		74.8	10.0		8.7	60.4	26.0	
LOS			E	B		E	A		A	E	C	
Approach Delay				21.1			11.3				35.5	
Approach LOS				C			B				D	
Queue Length 50th (ft)			45	574		33	234		3	15	7	
Queue Length 95th (ft)			m65	624		71	450		17	37	44	
Internal Link Dist (ft)				1126			408				172	
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			219	3977		219	3675		1038	230	297	
Starvation Cap Reductn			0	0		0	0		0	0	0	
Spillback Cap Reductn			0	0		0	0		0	0	0	
Storage Cap Reductn			0	0		0	0		0	0	0	
Reduced v/c Ratio			0.28	0.46		0.17	0.49		0.01	0.07	0.15	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 17.0
 Intersection LOS: B

Lane Group	SBL	SBT	SBR
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8		
Detector Phase	8	8	
Switch Phase			
Minimum Initial (s)	7.0	7.0	
Minimum Split (s)	39.0	39.0	
Total Split (s)	32.0	32.0	
Total Split (%)	22.9%	22.9%	
Maximum Green (s)	25.0	25.0	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	3.0	3.0	
Lost Time Adjust (s)		0.0	
Total Lost Time (s)		7.0	
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	
Recall Mode	None	None	
Walk Time (s)	7.0	7.0	
Flash Dont Walk (s)	25.0	25.0	
Pedestrian Calls (#/hr)	2	2	
Act Effct Green (s)		11.0	
Actuated g/C Ratio		0.08	
v/c Ratio		0.19	
Control Delay		59.5	
Queue Delay		0.0	
Total Delay		59.5	
LOS		E	
Approach Delay		59.5	
Approach LOS		E	
Queue Length 50th (ft)		18	
Queue Length 95th (ft)		34	
Internal Link Dist (ft)		217	
Turn Bay Length (ft)			
Base Capacity (vph)		476	
Starvation Cap Reductn		0	
Spillback Cap Reductn		0	
Storage Cap Reductn		0	
Reduced v/c Ratio		0.08	
Intersection Summary			

Intersection Capacity Utilization 69.6%







ICU Level of Service C

Analysis Period (min) 15

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







Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke



						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	712	0	0	954	0	494
Future Volume (vph)	712	0	0	954	0	494
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3438	0	0	5085	0	2760
Flt Permitted						
Satd. Flow (perm)	3438	0	0	5085	0	2760
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	2%	2%	2%	2%	3%
Adj. Flow (vph)	734	0	0	984	0	509
Shared Lane Traffic (%)						
Lane Group Flow (vph)	734	0	0	984	0	509
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 43.6% ICU Level of Service A
 Analysis Period (min) 15

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	712	0	0	954	0	494	
Future Volume (Veh/h)	712	0	0	954	0	494	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Hourly flow rate (vph)	734	0	0	984	0	509	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)	171						
pX, platoon unblocked			0.86		0.86	0.86	
vC, conflicting volume			734		1062	367	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			366		747	0	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	45	
cM capacity (veh/h)			1023		300	930	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	367	367	328	328	328	254	254
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	254	254
cSH	1700	1700	1700	1700	1700	930	930
Volume to Capacity	0.22	0.22	0.19	0.19	0.19	0.27	0.27
Queue Length 95th (ft)	0	0	0	0	0	28	28
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.3	10.3
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			10.3	
Approach LOS						B	
Intersection Summary							
Average Delay			2.4				
Intersection Capacity Utilization			43.6%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	203	494	0	585						
Future Volume (vph)	0	0	203	494	0	585						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.918	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3123	1427	0	3539						
Flt Permitted												
Satd. Flow (perm)	0	0	3123	1427	0	3539						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			313	312								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	0%	3%	0%	2%						
Adj. Flow (vph)	0	0	257	625	0	741						
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	570	312	0	741						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												











Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	14.0
Total Split (s)							26.0	41.0	33.0	26.0	41.0	33.0
Total Split (%)							26%	41%	33%	26%	41%	33%
Maximum Green (s)							21.0	35.0	27.0	21.0	35.0	27.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								0				0
Act Effct Green (s)			43.9	43.9								100.0
Actuated g/C Ratio			0.44	0.44								1.00
v/c Ratio			0.37	0.39								0.21
Control Delay			7.5	2.8								0.1
Queue Delay			0.0	0.0								0.0
Total Delay			7.5	2.8								0.1
LOS			A	A								A
Approach Delay			5.9									0.1
Approach LOS			A									A
Queue Length 50th (ft)			52	0								0
Queue Length 95th (ft)			52	21								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1601	823								3513
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			1	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.36	0.38								0.21

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 24.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd









								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations								
Traffic Volume (vph)	0	0	0	663	0	0	0	491
Future Volume (vph)	0	0	0	663	0	0	0	491
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.64
Frt								0.850
Flt Protected								
Satd. Flow (prot)	0	0	0	6471	0	1900	0	4014
Flt Permitted								
Satd. Flow (perm)	0	0	0	6471	0	1900	0	4014
Link Speed (mph)	30			50	30		50	
Link Distance (ft)	446			646	343		189	
Travel Time (s)	10.1			8.8	7.8		2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	1%	2%	0%	2%	3%
Adj. Flow (vph)	0	0	0	721	0	0	0	534
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	721	0	0	0	534
Enter Blocked Intersection	No	No	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	R NA	Left	Left
Median Width(ft)	30			40	4		40	
Link Offset(ft)	0			0	0		0	
Crosswalk Width(ft)	16			16	16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9	50	50
Sign Control	Stop			Free	Stop		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.6% ICU Level of Service A
 Analysis Period (min) 15










Intersection has too many legs for HCM analysis.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	521	0	0	0	632
Future Volume (vph)	0	521	0	0	0	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	6408	0	0	0	4093
Flt Permitted						
Satd. Flow (perm)	0	6408	0	0	0	4093
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.92	0.84	0.92	0.92	0.92	0.84
Heavy Vehicles (%)	0%	2%	0%	0%	0%	1%
Adj. Flow (vph)	0	620	0	0	0	752
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	620	0	0	0	752
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 25.3% ICU Level of Service A
 Analysis Period (min) 15











Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	615			233	378	
Travel Time (s)	14.0			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd

FB NB Saturday Midday peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 402: James Doolittle Blvd & Exist Hotel Access

FB NB Saturday Midday peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	281	
Travel Time (s)	3.3			9.4	6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 403: James Doolittle Blvd & Marriott Drwy

FB NB Saturday Midday peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			













						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	295			281	198	
Travel Time (s)	6.7			6.4	4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			615			293			512	
Travel Time (s)		5.4			14.0			6.7			11.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			16			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

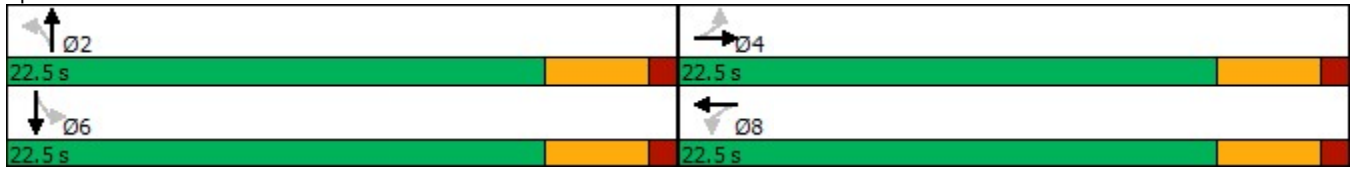
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		159			535			213			432	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												













Intersection Summary







Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Fr						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	1863	1770	1770
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	1863	1770	1770
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	347			454	230	
Travel Time (s)	7.9			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						0%
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			16	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split			pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	












						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	24.5	24.5	24.5	22.5	
Total Split (%)	32.9%	35.0%	35.0%	35.0%	32.1%	
Maximum Green (s)	18.5	20.0	20.0	20.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	267			374	150	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 20
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A












Splits and Phases: 408: East Dr/Sands Ave & North Dr



						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

















Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	0	0	0	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
410: MSK Entrance & Garage C & West Dr

FB NB Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	6	0	0	0	17	0	0	0	0	0
Future Volume (vph)	0	0	6	0	0	0	17	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865										
Flt Protected							0.950					
Satd. Flow (prot)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			395	
Travel Time (s)		2.8			3.6			7.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	7	0	0	0	18	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	0	0	18	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.3%
 Analysis Period (min) 15
 ICU Level of Service A

















HCM Unsignalized Intersection Capacity Analysis
 410: MSK Entrance & Garage C & West Dr

FB NB Saturday Midday peak hour
 05/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	6	0	0	0	17	0	0	0	0	0
Future Volume (Veh/h)	0	0	6	0	0	0	17	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	7	0	0	0	18	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								348				
pX, platoon unblocked												
vC, conflicting volume	36	36	0	43	36	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	36	36	0	43	36	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	99			100		
cM capacity (veh/h)	962	847	1085	946	847	1085	1623			1623		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	7	0	18	0	0	0						
Volume Left	0	0	18	0	0	0						
Volume Right	7	0	0	0	0	0						
cSH	1085	1700	1623	1700	1700	1700						
Volume to Capacity	0.01	0.00	0.01	0.00	0.00	0.00						
Queue Length 95th (ft)	0	0	1	0	0	0						
Control Delay (s)	8.3	0.0	7.2	0.0	0.0	0.0						
Lane LOS	A	A	A									
Approach Delay (s)	8.3	0.0	7.2		0.0							
Approach LOS	A	A										
Intersection Summary												
Average Delay			7.5									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
412: West Dr & South Dr

FB NB Saturday Midday peak hour
05/23/2024

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		155			396			395			225	
Travel Time (s)		3.5			9.0			9.0			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 412: West Dr & South Dr










FB NB Saturday Midday peak hour
 05/23/2024










												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total (vph)	0	0	0	0	0	0	0					
Volume Left (vph)	0	0	0	0	0	0	0					
Volume Right (vph)	0	0	0	0	0	0	0					
Hadj (s)	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Departure Headway (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Degree Utilization, x	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Capacity (veh/h)	806	806	806	806	806	806	806					
Control Delay (s)	6.3	6.3	6.3	6.3	6.3	6.3	7.5					
Approach Delay (s)	0.0		0.0		0.0		0.0					
Approach LOS	A		A		A		A					
Intersection Summary												
Delay			0.0									
Level of Service			A									
Intersection Capacity Utilization			0.0%		ICU Level of Service			A				
Analysis Period (min)			15									

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3	0	0	7	0	0
Future Volume (vph)	3	0	0	7	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	3	0	0	8	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	8	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15










						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3	0	0	7	0	0
Future Volume (Veh/h)	3	0	0	7	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	0	8	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	221					
pX, platoon unblocked						
vC, conflicting volume			3		7	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3		7	2
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1618		1013	1082
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	2	1	4	4	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3	0	0	7	0	0
Future Volume (vph)	3	0	0	7	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	1863	0
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	3	0	0	8	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	8	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3	0	0	7	0	0
Future Volume (Veh/h)	3	0	0	7	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	0	8	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	408					
pX, platoon unblocked						
vC, conflicting volume			3		7	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3		7	2
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1618		1013	1082
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	2	1	4	4	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	3	0	0	7	0
Future Volume (vph)	0	3	0	0	7	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.850					
Flt Protected					0.950	
Satd. Flow (prot)	2895	0	0	3539	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	2895	0	0	3539	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	87			155	141	
Travel Time (s)	2.0			3.5	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	3%	2%
Adj. Flow (vph)	0	3	0	0	8	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.3% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 415: MSK Garage & South Dr

FB NB Saturday Midday peak hour
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	3	0	0	7	0
Future Volume (Veh/h)	0	3	0	0	7	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	0	0	8	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	495					
pX, platoon unblocked						
vC, conflicting volume			3		2	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3		2	2
tC, single (s)			4.1		6.9	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1618		1018	1082
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	3	0	0	8	
Volume Left	0	0	0	0	8	
Volume Right	0	3	0	0	0	
cSH	1700	1700	1700	1700	1018	
Volume to Capacity	0.00	0.00	0.00	0.00	0.01	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	0.0	0.0	0.0	0.0	8.6	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		8.6	
Approach LOS					A	
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization			13.3%		ICU Level of Service	A
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Fr												
Flt Protected												
Satd. Flow (prot)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Flt Permitted												
Satd. Flow (perm)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		464			493			353			244	
Travel Time (s)		10.5			11.2			8.0			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										0%		0%
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			4			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type			Perm				Perm		Perm	Perm		Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		384			413			273			164	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 25

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.00

Intersection Signal Delay: 0.0

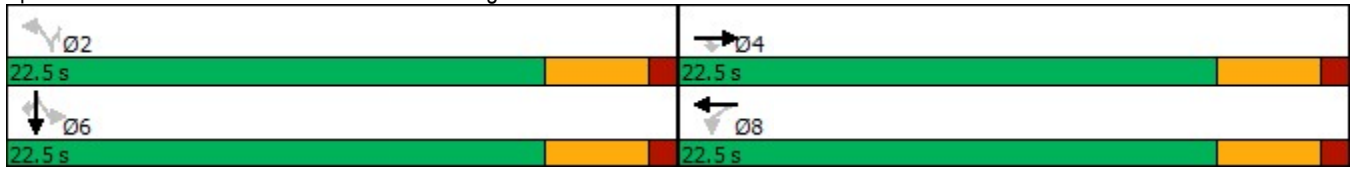
Intersection Capacity Utilization 0.0%

Analysis Period (min) 15







Intersection LOS: A

ICU Level of Service A

Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	3539	3390	1695	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	3390	1695	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		493	347		241	
Travel Time (s)		11.2	7.9		5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)				0%		
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type				Perm		
Protected Phases	1	1 2	2			
Permitted Phases	2			2		

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	9.5		30.5	30.5		
Total Split (%)	23.8%		76.3%	76.3%		
Maximum Green (s)	5.0		26.0	26.0		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		None	None		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)		413	267		161	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary













Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 18
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	0	113	0	0	0	116	245	5	0	254	44
Future Volume (vph)	59	0	113	0	0	0	116	245	5	0	254	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99				1.00	1.00			1.00	1.00
Frt			0.850					0.997			0.980	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1652	1233	0	1773	0	1546	1893	0	0	1954	0
Flt Permitted		0.757					0.545					
Satd. Flow (perm)	0	1304	1217	0	1773	0	885	1893	0	0	1954	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127					2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	5		1	1		5	3		5	5		3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	0%	10%	0%	0%	0%	9%	0%	0%	0%	1%	3%
Parking (#/hr)			0									
Adj. Flow (vph)	66	0	127	0	0	0	130	275	6	0	285	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	127	0	0	0	130	281	0	0	334	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA	pm+ov				pm+pt	NA				NA
Protected Phases		4	5		8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0		20.0
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0		26.0
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%		38.2%
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0		20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0				0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0				6.0
Lead/Lag			Lag				Lag			Lead		Lead
Lead-Lag Optimize?			Yes				Yes			Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	Min		Min		Min
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	1	1										
Act Effct Green (s)		11.8	13.0				34.2	37.3				25.9
Actuated g/C Ratio		0.23	0.26				0.68	0.74				0.51
v/c Ratio		0.22	0.31				0.19	0.20				0.33
Control Delay		19.6	4.4				7.3	6.0				13.8
Queue Delay		0.0	0.0				0.0	0.0				0.0
Total Delay		19.6	4.4				7.3	6.0				13.8
LOS		B	A				A	A				B
Approach Delay		9.6						6.4				13.8
Approach LOS		A						A				B
Queue Length 50th (ft)		18	0				16	37				75
Queue Length 95th (ft)		45	22				50	97				171
Internal Link Dist (ft)		363			88			242				114
Turn Bay Length (ft)							100					
Base Capacity (vph)		619	431				707	1364				1013
Starvation Cap Reductn		0	0				0	0				0
Spillback Cap Reductn		0	0				0	0				0
Storage Cap Reductn		0	0				0	0				0
Reduced v/c Ratio		0.11	0.29				0.18	0.21				0.33

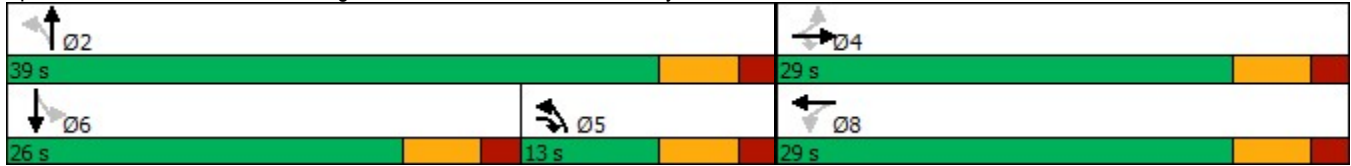
Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 50.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.33

Intersection Signal Delay: 9.7
 Intersection Capacity Utilization 56.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 420: Washington St & W Columbus St/driveway











N-2 2030 No-Build Conditions

N-2.5 Saturday Evening peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	919	1121	46	0	31
Future Volume (vph)	0	919	1121	46	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.994			0.865
Flt Protected						
Satd. Flow (prot)	0	5136	5107	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	5107	0	0	1644
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1069	1303	53	0	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1069	1356	0	0	36
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 32.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

FB NB Saturday Evening peak hour
 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	919	1121	46	0	31	
Future Volume (Veh/h)	0	919	1121	46	0	31	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Hourly flow rate (vph)	0	1069	1303	53	0	36	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.92		
vC, conflicting volume	1303				1686	461	
vC1, stage 1 conf vol					1330		
vC2, stage 2 conf vol					356		
vCu, unblocked vol	1303				1442	461	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	93	
cM capacity (veh/h)	538				187	553	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	356	356	356	521	521	314	36
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	53	36
cSH	1700	1700	1700	1700	1700	1700	553
Volume to Capacity	0.21	0.21	0.21	0.31	0.31	0.18	0.07
Queue Length 95th (ft)	0	0	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	12.0
Lane LOS							B
Approach Delay (s)	0.0			0.0			12.0
Approach LOS							B
Intersection Summary							
Average Delay			0.2				
Intersection Capacity Utilization			32.7%		ICU Level of Service		A
Analysis Period (min)			15				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	16	7	880	65	10	26	1022	94	30	2	20	8
Future Volume (vph)	16	7	880	65	10	26	1022	94	30	2	20	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Frt				0.850			0.999	0.850		0.950	0.850	
Flt Protected		0.950				0.950			0.950	0.971		0.950
Satd. Flow (prot)	0	2611	5187	1669	0	3385	4849	1435	1697	2965	1400	1533
Flt Permitted		0.950				0.950			0.950	0.971		0.950
Satd. Flow (perm)	0	2611	5187	1669	0	3385	4849	1435	1697	2965	1400	1533
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				203			1	203				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	100%	0%	0%	0%	0%	1%	0%	0%	0%	5%	0%
Adj. Flow (vph)	19	8	1060	78	12	31	1231	113	36	2	24	10
Shared Lane Traffic (%)								10%	50%		42%	50%
Lane Group Flow (vph)	0	27	1060	78	0	43	1242	102	18	30	14	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	0	2
Future Volume (vph)	0	2
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Frt		0.850
Flt Protected	0.950	
Satd. Flow (prot)	2898	1421
Flt Permitted	0.950	
Satd. Flow (perm)	2898	1421
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	2
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	5	2
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	41.0		29.0	29.0	41.0		25.0	25.0	25.0	45.0
Total Split (%)	20.7%	20.7%	29.3%		20.7%	20.7%	29.3%		17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	23.0	23.0	34.0		23.0	23.0	34.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					0
Act Effct Green (s)		6.1	103.0	140.0		10.0	108.1	140.0	7.6	7.6	7.6	7.0
Actuated g/C Ratio		0.04	0.74	1.00		0.07	0.77	1.00	0.05	0.05	0.05	0.05
v/c Ratio		0.24	0.28	0.05		0.18	0.33	0.07	0.20	0.19	0.18	0.07
Control Delay		84.2	2.7	0.0		63.1	7.9	0.1	68.0	65.6	68.5	65.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		84.2	2.7	0.0		63.1	7.9	0.1	68.0	65.6	68.5	65.2
LOS		F	A	A		E	A	A	E	E	E	E
Approach Delay			4.4				9.0			67.0		
Approach LOS			A				A			E		
Queue Length 50th (ft)		13	32	0		19	125	0	17	15	13	4
Queue Length 95th (ft)		28	40	0		36	219	0	42	32	36	19
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		428	3814	1669		556	3745	1435	206	360	170	405
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.06	0.28	0.05		0.08	0.33	0.07	0.09	0.08	0.08	0.01

Intersection Summary







Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.33
 Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 51.3%

Intersection LOS: A
 ICU Level of Service A

	↓	↙
Lane Group	SBT	SBR
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	32.1%	32.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	7.0	7.0
Actuated g/C Ratio	0.05	0.05
v/c Ratio	0.03	0.03
Control Delay	63.8	64.0
Queue Delay	0.0	0.0
Total Delay	63.8	64.0
LOS	E	E
Approach Delay	64.4	
Approach LOS	E	
Queue Length 50th (ft)	2	2
Queue Length 95th (ft)	10	12
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	765	375
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.01	0.01
Intersection Summary		



















Analysis Period (min) 15

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø4	 Ø3
29 s	41 s	45 s	25 s
 Ø5	 Ø6 (R)		
29 s	41 s		









Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

FB NB Saturday Evening peak hour
05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations		  				   	 		
Traffic Volume (vph)	1	913	42	3	71	996	34	52	
Future Volume (vph)	1	913	42	3	71	996	34	52	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Frt		0.993					0.919		
Flt Protected					0.950		0.980		
Satd. Flow (prot)	0	5102	0	0	1805	6471	1882	0	
Flt Permitted		0.939			0.950		0.980		
Satd. Flow (perm)	0	4791	0	0	1805	6471	1882	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		9					44		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%	
Adj. Flow (vph)	1	982	45	3	76	1071	37	56	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1028	0	0	79	1071	93	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		

Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

FB NB Saturday Evening peak hour
05/23/2024

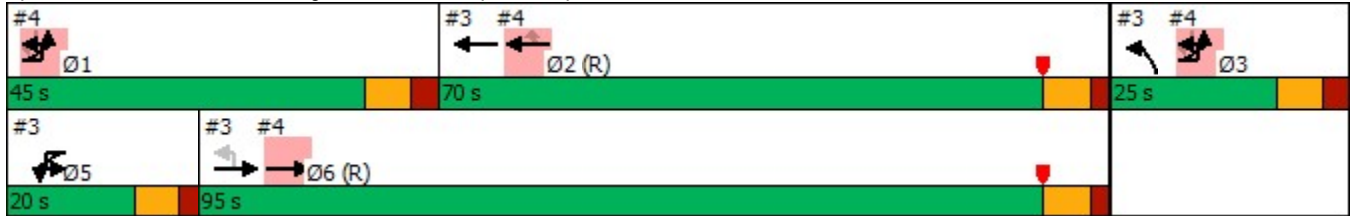
									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	95.0	95.0		20.0	20.0	70.0	25.0		45.0
Total Split (%)	67.9%	67.9%		14.3%	14.3%	50.0%	17.9%		32%
Maximum Green (s)	88.0	88.0		13.3	13.3	63.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						0	0		
Act Effct Green (s)		98.5			10.5	98.0	9.6		
Actuated g/C Ratio		0.70			0.08	0.70	0.07		
v/c Ratio		0.30			0.59	0.24	0.55		
Control Delay		1.1			94.3	4.2	46.4		
Queue Delay		0.1			0.0	0.0	0.0		
Total Delay		1.3			94.3	4.2	46.4		
LOS		A			F	A	D		
Approach Delay		1.3				10.4	46.4		
Approach LOS		A				B	D		
Queue Length 50th (ft)		0			76	33	44		
Queue Length 95th (ft)		0			132	31	100		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3371			175	4527	271		
Starvation Cap Reductn		1113			0	0	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.46			0.45	0.24	0.34		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 7.7
 Intersection Capacity Utilization 56.9%
 Intersection LOS: A
 ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke



Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB NB Saturday Evening peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	2	955	1027	4	0	4			
Future Volume (vph)	11	2	955	1027	4	0	4			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Frnt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5136	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3502	5136	5136	1669	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	0%			
Adj. Flow (vph)	13	2	1085	1167	5	0	5			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	15	1085	1167	5	0	5			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB NB Saturday Evening peak hour
05/23/2024

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø5
Protected Phases	1 3	1 3	6	2				1	3	5
Permitted Phases					2		1 3			
Detector Phase	1 3	1 3	6	2	2		1 3			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			95.0	70.0	70.0			45.0	25.0	20.0
Total Split (%)			67.9%	50.0%	50.0%			32%	18%	14%
Maximum Green (s)			88.0	63.0	63.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				0	0				0	
Act Effct Green (s)		27.3	98.5	98.0	98.0		27.3			
Actuated g/C Ratio		0.20	0.70	0.70	0.70		0.20			
v/c Ratio		0.02	0.30	0.32	0.00		0.01			
Control Delay		45.8	5.9	2.0	2.0		43.5			
Queue Delay		0.0	0.0	0.2	0.0		0.0			
Total Delay		45.8	5.9	2.2	2.0		43.5			
LOS		D	A	A	A		D			
Approach Delay			6.5	2.2		43.5				
Approach LOS			A	A		D				
Queue Length 50th (ft)		6	87	21	0		2			
Queue Length 95th (ft)		m15	104	26	m1		8			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1338	3612	3593	1167		1122			
Starvation Cap Reductn		0	0	1252	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.01	0.30	0.50	0.00		0.00			

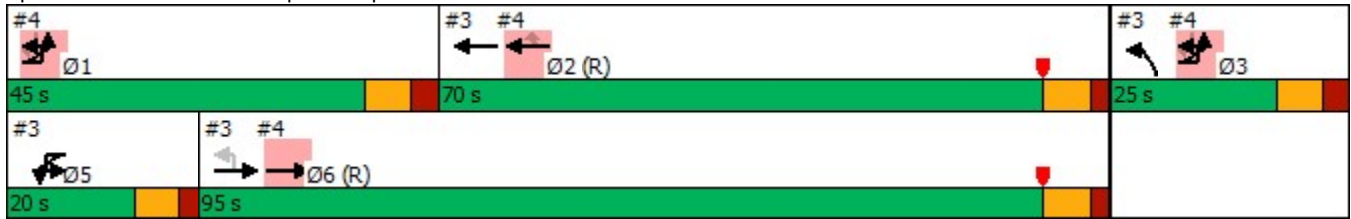
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 4.3
 Intersection Capacity Utilization 40.4%
 Intersection LOS: A
 ICU Level of Service A

Analysis Period (min) 15













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

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	93	609	65	35	168	762	77	69	145	92	140	196
Future Volume (vph)	93	609	65	35	168	762	77	69	145	92	140	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	10	12	12	12	11	11	12	12	11	11
Storage Length (ft)	245		205		155		300	75		160	250	
Storage Lanes	2		1		2		1	1		0	1	
Taper Length (ft)	215				140			115			70	
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91	0.86
Ped Bike Factor			0.98		1.00			0.99	1.00			1.00
Frt			0.850				0.850		0.944			0.994
Flt Protected	0.950				0.950			0.950	0.999		0.950	0.994
Satd. Flow (prot)	3236	5136	1507	0	3502	5136	1531	1542	3239	0	1572	3063
Flt Permitted	0.950				0.950			0.950	0.999		0.950	0.994
Satd. Flow (perm)	3236	5136	1483	0	3491	5136	1531	1533	3238	0	1572	3063
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							210					
Link Speed (mph)		50				50			30			35
Link Distance (ft)		1582				1065			403			1000
Travel Time (s)		21.6				14.5			9.2			19.5
Confl. Peds. (#/hr)			4		4			8				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	2%	3%	1%	0%	1%	2%
Adj. Flow (vph)	103	677	72	39	187	847	86	77	161	102	156	218
Shared Lane Traffic (%)								10%			20%	
Lane Group Flow (vph)	103	677	72	0	226	847	86	69	271	0	125	259
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		24				24			28			19
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		32				32			16			32
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	2	2		2	2
Detector Template			Right	Left			Right					
Leading Detector (ft)	50	156	6	20	50	156	6	50	50		50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	30	150			30	150		30	30		30	30
Detector 2 Size(ft)	20	6			20	6		20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	93
Future Volume (vph)	93
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1407
Flt Permitted	
Satd. Flow (perm)	1379
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	8
Peak Hour Factor	0.90
Heavy Vehicles (%)	1%
Adj. Flow (vph)	103
Shared Lane Traffic (%)	10%
Lane Group Flow (vph)	93
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	2
Detector Template	
Leading Detector (ft)	50
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	30
Detector 2 Size(ft)	20
Detector 2 Type	Cl+Ex
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split	NA
Protected Phases	1	6		5	5	2		3	3		4	4
Permitted Phases			6				Free					
Detector Phase	1	6	6	5	5	2		3	3		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0	15.0
Total Split (s)	27.0	46.0	46.0	27.0	27.0	46.0		28.0	28.0		39.0	39.0
Total Split (%)	19.3%	32.9%	32.9%	19.3%	19.3%	32.9%		20.0%	20.0%		27.9%	27.9%
Maximum Green (s)	20.0	39.0	39.0	20.0	20.0	39.0		20.0	20.0		31.0	31.0
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0	4.0
Recall Mode	None	C-Max	C-Max	None	None	C-Max		None	None		None	None
Walk Time (s)		7.0	7.0			7.0					7.0	7.0
Flash Dont Walk (s)		30.0	30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)		3	3			0					0	0
Act Effct Green (s)	8.9	60.4	60.4		13.4	65.0	140.0	17.4	17.4		18.8	18.8
Actuated g/C Ratio	0.06	0.43	0.43		0.10	0.46	1.00	0.12	0.12		0.13	0.13
v/c Ratio	0.50	0.31	0.11		0.67	0.36	0.06	0.36	0.67		0.60	0.63
Control Delay	69.8	29.3	31.3		93.1	17.5	0.1	61.0	67.1		68.0	63.8
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	69.8	29.3	31.3		93.1	17.5	0.1	61.0	67.1		68.0	63.8
LOS	E	C	C		F	B	A	E	E		E	E
Approach Delay		34.3				31.0			65.8			65.1
Approach LOS		C				C			E			E
Queue Length 50th (ft)	46	117	34		113	87	0	63	131		119	132
Queue Length 95th (ft)	79	204	89		157	129	0	117	180		185	175
Internal Link Dist (ft)		1502				985			323			920
Turn Bay Length (ft)	245		205		155		300	75			250	
Base Capacity (vph)	462	2216	639		500	2383	1531	220	462		348	678
Starvation Cap Reductn	0	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	0.22	0.31	0.11		0.45	0.36	0.06	0.31	0.59		0.36	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67







Lane Group	SBR
Detector 2 Extend (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	15.0
Total Split (s)	39.0
Total Split (%)	27.9%
Maximum Green (s)	31.0
Yellow Time (s)	5.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	8.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	4.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	36.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	18.8
Actuated g/C Ratio	0.13
v/c Ratio	0.50
Control Delay	64.9
Queue Delay	0.0
Total Delay	64.9
LOS	E
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	87
Queue Length 95th (ft)	146
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	305
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.30

Intersection Summary

Intersection Signal Delay: 41.9
 Intersection Capacity Utilization 81.4%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

 Ø1 27 s	 Ø2 (R)	 Ø3 28 s	 Ø4 39 s
 Ø5 27 s	 Ø6 (R) 46 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	0	29	0	0	9	2	29	284	0	2	0
Future Volume (vph)	13	0	29	0	0	9	2	29	284	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		115		285		110
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				70				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00			0.98			1.00				1.00
Frt		0.906			0.850							
Flt Protected		0.985						0.950				0.950
Satd. Flow (prot)	0	1696	0	1900	1583	0	0	1805	5136	1900	0	1805
Flt Permitted		0.893						0.453				0.545
Satd. Flow (perm)	0	1533	0	1900	1583	0	0	859	5136	1900	0	1033
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			501							
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)	10					10		2		3		3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	15	0	34	0	0	10	2	34	330	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	10	0	0	36	330	0	0	2
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				32			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		20	30	6	20	20	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)									94			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	397	36
Future Volume (vph)	397	36
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.987	
Flt Protected		
Satd. Flow (prot)	5061	0
Flt Permitted		
Satd. Flow (perm)	5061	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	13	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		4
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	462	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	504	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)									0.0			
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	20.0	20.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	26.0	26.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0			6.0	6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				1	1				0	0		
Act Effct Green (s)		13.2			13.2			35.4	39.6			34.9
Actuated g/C Ratio		0.26			0.26			0.69	0.77			0.68
v/c Ratio		0.11			0.01			0.05	0.08			0.00
Control Delay		2.0			0.0			9.0	8.9			10.5
Queue Delay		0.0			0.0			0.0	0.0			0.0
Total Delay		2.0			0.0			9.0	8.9			10.5
LOS		A			A			A	A			B
Approach Delay		2.0							8.9			
Approach LOS		A							A			
Queue Length 50th (ft)		0			0			0	0			0
Queue Length 95th (ft)		7			0			30	75			5
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115				110
Base Capacity (vph)		1370			1462			946	4451			1002
Starvation Cap Reductn		0			0			0	0			0
Spillback Cap Reductn		0			0			0	0			0
Storage Cap Reductn		0			0			0	0			0
Reduced v/c Ratio		0.04			0.01			0.04	0.07			0.00

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 51.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.13
 Intersection Signal Delay: 8.6
 Intersection LOS: A

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	3	
Act Effct Green (s)	39.3	
Actuated g/C Ratio	0.76	
v/c Ratio	0.13	
Control Delay	9.2	
Queue Delay	0.0	
Total Delay	9.2	
LOS	A	
Approach Delay	9.2	
Approach LOS	A	
Queue Length 50th (ft)	0	
Queue Length 95th (ft)	115	
Internal Link Dist (ft)	313	
Turn Bay Length (ft)		
Base Capacity (vph)	4387	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.11	

Intersection Summary




























Intersection Capacity Utilization 51.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 				  			 	 
Traffic Volume (vph)	122	19	220	8	0	27	0	266	42	6	29	208
Future Volume (vph)	122	19	220	8	0	27	0	266	42	6	29	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		0	0		0		140	
Storage Lanes	2		1	2		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor			0.99	0.99		0.99		1.00				
Frt			0.850			0.850		0.979				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3467	1900	1615	3502	0	1615	0	6324	0	0	1805	3574
Flt Permitted	0.950			0.950							0.389	
Satd. Flow (perm)	3467	1900	1593	3476	0	1592	0	6324	0	0	739	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			282			100		23				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			467			581				476
Travel Time (s)		15.0			10.6			11.3				9.3
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%	0%	1%
Adj. Flow (vph)	156	24	282	10	0	35	0	341	54	8	37	267
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	24	282	10	0	35	0	395	0	0	45	267
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		0						1				0
Act Effct Green (s)	12.1	8.3	52.2	9.1		9.1		21.3			27.6	27.6
Actuated g/C Ratio	0.23	0.16	1.00	0.17		0.17		0.41			0.53	0.53
v/c Ratio	0.19	0.08	0.18	0.02		0.10		0.15			0.09	0.14
Control Delay	18.1	24.7	0.2	23.2		0.6		11.1			6.9	6.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	18.1	24.7	0.2	23.2		0.6		11.1			6.9	6.7
LOS	B	C	A	C		A		B			A	A
Approach Delay		7.5			5.6			11.1				6.8
Approach LOS		A			A			B				A
Queue Length 50th (ft)	21	7	0	1		0		21			5	16
Queue Length 95th (ft)	38	26	0	7		0		40			20	40
Internal Link Dist (ft)		908			387			501				396
Turn Bay Length (ft)			700								140	
Base Capacity (vph)	3425	1131	1593	2085		988		5025			1433	3574
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.05	0.02	0.18	0.00		0.04		0.08			0.03	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 52.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.19
 Intersection Signal Delay: 8.4
 Intersection LOS: A



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 55.0%

ICU Level of Service B













Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	231	175	1	8	181	6	0	0	3
Future Volume (vph)	0	0	0	231	175	1	8	181	6	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor						0.99		1.00				0.99
Frt						0.850						0.910
Flt Protected				0.950	0.982			0.950				
Satd. Flow (prot)	0	0	0	1626	3157	1470	0	3469	3610	0	0	3257
Flt Permitted				0.950	0.982			0.950				
Satd. Flow (perm)	0	0	0	1626	3157	1450	0	3461	3610	0	0	3257
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						506
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								1				
Confl. Bikes (#/hr)						3						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	278	211	1	10	218	7	0	0	4
Shared Lane Traffic (%)				43%		10%						
Lane Group Flow (vph)	0	0	0	158	331	1	0	228	7	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	5	
Future Volume (vph)	5	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.83	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	6	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				18.5	18.5	18.5		11.4	13.6			10.7
Actuated g/C Ratio				0.39	0.39	0.39		0.24	0.29			0.23
v/c Ratio				0.25	0.27	0.00		0.27	0.01			0.01
Control Delay				12.0	11.2	0.0		17.9	12.3			0.0
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				12.0	11.2	0.0		17.9	12.3			0.0
LOS				B	B	A		B	B			A
Approach Delay					11.4				17.8			
Approach LOS					B				B			
Queue Length 50th (ft)				24	27	0		20	0			0
Queue Length 95th (ft)				89	82	0		72	4			0
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				1296	2061	1447		1974	3527			2698
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.12	0.16	0.00		0.12	0.00			0.00

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 47
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.27
 Intersection Signal Delay: 13.3
 Intersection LOS: B

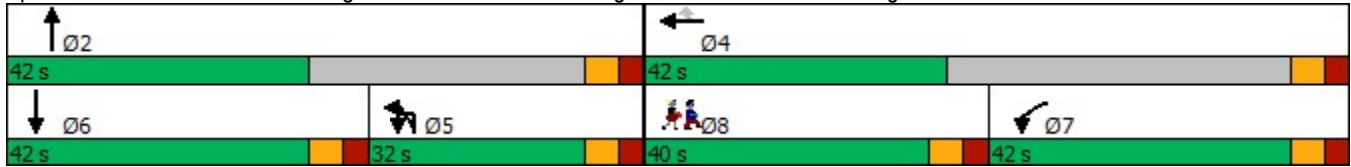
Lane Group	SBR	Ø8
Detector 2 Extend (s)		
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		











Intersection Capacity Utilization 45.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	223	93	0	498	0	43
Future Volume (vph)	223	93	0	498	0	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.81	0.81	1.00	0.86	1.00	0.88
Ped Bike Factor						
Frt	0.979	0.850				0.850
Flt Protected						
Satd. Flow (prot)	6010	1283	0	6471	0	2787
Flt Permitted						
Satd. Flow (perm)	6010	1283	0	6471	0	2787
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	256	
Travel Time (s)	9.8			1.9	5.8	
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles (%)	0%	2%	2%	1%	2%	2%
Adj. Flow (vph)	333	139	0	743	0	64
Shared Lane Traffic (%)		39%				
Lane Group Flow (vph)	387	85	0	743	0	64
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.7% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	266	487	3	0	11
Future Volume (vph)	0	266	487	3	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.81	0.86	0.86	1.00	1.00
Ped Bike Factor						
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	7695	6465	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	7695	6465	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	0	397	727	4	0	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	397	731	0	0	16
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	















Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 17.1% ICU Level of Service A
 Analysis Period (min) 15

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	144	0	9	268	339	123
Future Volume (vph)	144	0	9	268	339	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3467	0	1805	3610	3574	1599
Flt Permitted	0.950		0.526			
Satd. Flow (perm)	3467	0	999	3610	3574	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						138
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		3				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	0%	0%	0%	1%	1%
Adj. Flow (vph)	162	0	10	301	381	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	162	0	10	301	381	138
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	8.4		28.6	24.8	22.9	22.9
Actuated g/C Ratio	0.19		0.63	0.55	0.50	0.50
v/c Ratio	0.25		0.01	0.15	0.21	0.16
Control Delay	16.7		3.2	5.4	7.6	2.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	16.7		3.2	5.4	7.6	2.8
LOS	B		A	A	A	A
Approach Delay	16.7			5.3	6.3	
Approach LOS	B			A	A	
Queue Length 50th (ft)	15		1	16	21	0
Queue Length 95th (ft)	42		5	31	65	25
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1949		1161	3328	1802	874
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.08		0.01	0.09	0.21	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 45.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.25
 Intersection Signal Delay: 7.7
 Intersection Capacity Utilization 34.3%

Intersection LOS: A
 ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke













FB NB Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	90	834	270	3	39	976	57	195	134	55	69	207
Future Volume (vph)	90	834	270	3	39	976	57	195	134	55	69	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Frt			0.850			0.992			0.957			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1805	5136	1615	0	1805	6423	0	3467	3455	0	3502	3574
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1805	5136	1615	0	1805	6423	0	3467	3455	0	3502	3574
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	1%	0%	0%	0%	1%
Adj. Flow (vph)	99	916	297	3	43	1073	63	214	147	60	76	227
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	916	297	0	46	1136	0	214	207	0	76	227
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	124
Future Volume (vph)	124
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	0%
Adj. Flow (vph)	136
Shared Lane Traffic (%)	
Lane Group Flow (vph)	136
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5

Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

FB NB Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	32.0	44.0		32.0	32.0	44.0		26.0	38.0		26.0	38.0
Total Split (%)	22.9%	31.4%		22.9%	22.9%	31.4%		18.6%	27.1%		18.6%	27.1%
Maximum Green (s)	24.7	37.0		24.7	24.7	37.0		19.0	30.0		19.0	30.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				0			0			0
Act Effct Green (s)	13.0	75.8	95.8		9.0	69.2		13.0	21.1		7.5	15.5
Actuated g/C Ratio	0.09	0.54	0.68		0.06	0.49		0.09	0.15		0.05	0.11
v/c Ratio	0.59	0.33	0.27		0.40	0.36		0.67	0.40		0.41	0.57
Control Delay	74.7	20.2	10.9		63.4	29.6		71.5	55.0		70.2	64.3
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	74.7	20.2	10.9		63.4	29.6		71.5	55.0		70.2	64.3
LOS	E	C	B		E	C		E	E		E	E
Approach Delay		22.2				30.9			63.4			58.7
Approach LOS		C				C			E			E
Queue Length 50th (ft)	88	172	103		42	238		98	91		35	105
Queue Length 95th (ft)	145	247	182		90	163		138	124		61	144
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	318	2780	1174		318	3173		470	740		475	765
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.31	0.33	0.25		0.14	0.36		0.46	0.28		0.16	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 137 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 35.2
 Intersection Capacity Utilization 56.1%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service B

Splits and Phases: 12: Merrick Ave & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 44 s	 Ø3 26 s	 Ø4 38 s
 Ø5 32 s	 Ø6 (R) 44 s	 Ø7 26 s	 Ø8 38 s


















Lane Group SBR

Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	35.8
Actuated g/C Ratio	0.26
v/c Ratio	0.33
Control Delay	42.8
Queue Delay	0.0
Total Delay	42.8
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	101
Queue Length 95th (ft)	147
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	548
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.25

Intersection Summary

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

FB NB Saturday Evening peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations		  				 	  		
Traffic Volume (vph)	20	922	31	35	24	1051	0	0	
Future Volume (vph)	20	922	31	35	24	1051	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.995							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4937	0	0	1685	4964	0	0	
Flt Permitted	0.218				0.245				
Satd. Flow (perm)	387	4937	0	0	434	4964	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		9							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			7		7				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	2%	2%	
Adj. Flow (vph)	23	1072	36	41	28	1222	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	23	1108	0	0	69	1222	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				
Detector Phase	2	2		6	6	6			

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

FB NB Saturday Evening peak hour
 05/23/2024




									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	37.0	37.0		37.0	37.0	37.0			33.0
Total Split (%)	52.9%	52.9%		52.9%	52.9%	52.9%			47%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									2
Act Effct Green (s)	62.0	62.0			62.0	62.0			
Actuated g/C Ratio	0.89	0.89			0.89	0.89			
v/c Ratio	0.07	0.25			0.18	0.28			
Control Delay	10.3	6.9			6.7	4.0			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	10.3	6.9			6.7	4.0			
LOS	B	A			A	A			
Approach Delay		6.9				4.1			
Approach LOS		A				A			
Queue Length 50th (ft)	0	4			0	2			
Queue Length 95th (ft)	36	307			62	245			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	343	4374			384	4397			
Starvation Cap Reductn	0	0			0	0			
Spillback Cap Reductn	0	0			0	0			
Storage Cap Reductn	0	0			0	0			
Reduced v/c Ratio	0.07	0.25			0.18	0.28			















Intersection Summary









Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 31 (44%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.28
 Intersection Signal Delay: 5.4
 Intersection Capacity Utilization 40.3%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R)	 Ø3
37 s	33 s
 Ø6 (R)	
37 s	

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	49	886	53	16	15	997	45	23
Future Volume (vph)	49	886	53	16	15	997	45	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			
Frt		0.992						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1805	5091	0	0	1805	5136	1805	1615
Flt Permitted	0.229				0.950		0.950	
Satd. Flow (perm)	435	5091	0	0	1803	5136	1805	1615
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		17						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			1		1			
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	58	1042	62	19	18	1173	53	27
Shared Lane Traffic (%)								
Lane Group Flow (vph)	58	1104	0	0	37	1173	53	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	38.0	38.0		12.0	12.0	50.0	20.0	20.0
Total Split (%)	54.3%	54.3%		17.1%	17.1%	71.4%	28.6%	28.6%
Maximum Green (s)	31.0	31.0		7.0	7.0	43.0	13.0	13.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							0	0
Act Effct Green (s)	51.5	51.5			6.1	56.5	7.5	7.5
Actuated g/C Ratio	0.74	0.74			0.09	0.81	0.11	0.11
v/c Ratio	0.18	0.29			0.24	0.28	0.27	0.16
Control Delay	15.7	11.1			34.9	3.7	31.7	29.6
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	15.7	11.1			34.9	3.7	31.7	29.6
LOS	B	B			C	A	C	C
Approach Delay		11.3				4.6	31.0	
Approach LOS		B				A	C	
Queue Length 50th (ft)	25	192			21	73	21	11
Queue Length 95th (ft)	64	263			50	82	48	30
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	320	3751			185	4142	335	299
Starvation Cap Reductn	0	0			0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.18	0.29			0.20	0.28	0.16	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 23 (33%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.29
 Intersection Signal Delay: 8.7
 Intersection LOS: A

Intersection Capacity Utilization 49.3%
 Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke















Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB NB Saturday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	7	768	156	14	49	853	120	182	66	24	165
Future Volume (vph)	3	7	768	156	14	49	853	120	182	66	24	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor		1.00	1.00			1.00						
Frt			0.975					0.850		0.960		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4838	0	0	1745	4964	1531	3385	1763	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1744	4838	0	0	1744	4964	1531	3385	1763	0	3385
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)		1		1		1		1				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	2%	0%	0%	0%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	3	8	873	177	16	56	969	136	207	75	27	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	1050	0	0	72	969	136	207	102	0	188
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	84	7
Future Volume (vph)	84	7
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.988	
Flt Protected		
Satd. Flow (prot)	1815	0
Flt Permitted		
Satd. Flow (perm)	1815	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	0%	0%
Parking (#/hr)		
Adj. Flow (vph)	95	8
Shared Lane Traffic (%)		
Lane Group Flow (vph)	103	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	2 7	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	2 7	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0
Total Split (s)	22.0	22.0	44.0		22.0	22.0	44.0		34.0	34.0		40.0
Total Split (%)	15.7%	15.7%	31.4%		15.7%	15.7%	31.4%		24.3%	24.3%		28.6%
Maximum Green (s)	15.0	15.0	36.0		14.0	14.0	36.0		26.0	26.0		32.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0				8.0	8.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			0				0					0
Act Effct Green (s)		5.7	70.5			12.4	82.7	104.5	14.1	14.1		13.8
Actuated g/C Ratio		0.04	0.50			0.09	0.59	0.75	0.10	0.10		0.10
v/c Ratio		0.16	0.43			0.47	0.33	0.12	0.61	0.58		0.56
Control Delay		74.7	18.2			70.1	16.8	6.6	67.8	72.6		66.3
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		74.7	18.2			70.1	16.8	6.6	67.8	72.6		66.3
LOS		E	B			E	B	A	E	E		E
Approach Delay			18.8				18.9			69.4		
Approach LOS			B				B			E		
Queue Length 50th (ft)		11	100			63	138	25	94	90		86
Queue Length 95th (ft)		34	317			113	246	70	129	145		118
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		186	2436			174	2932	1341	628	327		773
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.06	0.43			0.41	0.33	0.10	0.33	0.31		0.24

Intersection Summary

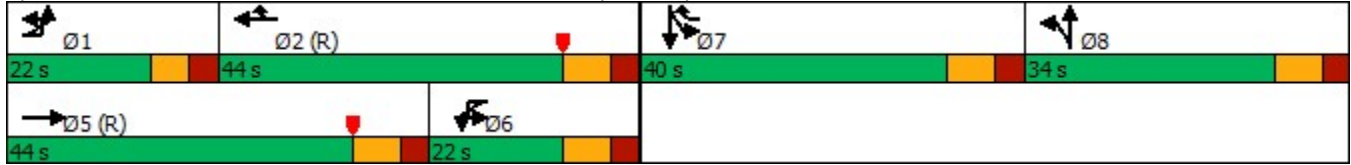
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	13.0	
Total Split (s)	40.0	
Total Split (%)	28.6%	
Maximum Green (s)	32.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	13.8	
Actuated g/C Ratio	0.10	
v/c Ratio	0.58	
Control Delay	72.4	
Queue Delay	0.0	
Total Delay	72.4	
LOS	E	
Approach Delay	68.4	
Approach LOS	E	
Queue Length 50th (ft)	92	
Queue Length 95th (ft)	145	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	414	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.25	
Intersection Summary		

Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 29.4
 Intersection Capacity Utilization 64.4%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke















Lanes, Volumes, Timings
 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

FB NB Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	7	1	99	3	1	17	2	23	314	2	7	16
Future Volume (vph)	7	1	99	3	1	17	2	23	314	2	7	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0		420		0		105
Storage Lanes	0		2	0		0		2		0		1
Taper Length (ft)	0			0				80				70
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95	1.00
Frt			0.850		0.888				0.999			
Flt Protected		0.957			0.994			0.950				0.950
Satd. Flow (prot)	0	1818	2814	0	1677	0	0	3385	3571	0	0	1805
Flt Permitted		0.787			0.952			0.376				0.541
Satd. Flow (perm)	0	1495	2814	0	1606	0	0	1340	3571	0	0	1028
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			110		19				1			
Link Speed (mph)		40			30				40			
Link Distance (ft)		756			287				1121			
Travel Time (s)		12.9			6.5				19.1			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	8	1	110	3	1	19	2	26	349	2	8	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	110	0	23	0	0	28	351	0	0	26
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			0				36			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		24			16				28			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1	1	1	2		1	1	2		1	1
Detector Template	Left			Left			Left		Thru		Left	
Leading Detector (ft)	20	30	25	20	22		20	25	100		20	25
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	30	25	20	6		20	25	6		20	25
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					12				94			
Detector 2 Size(ft)					10				6			
Detector 2 Type					Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			
Turn Type	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm	Perm

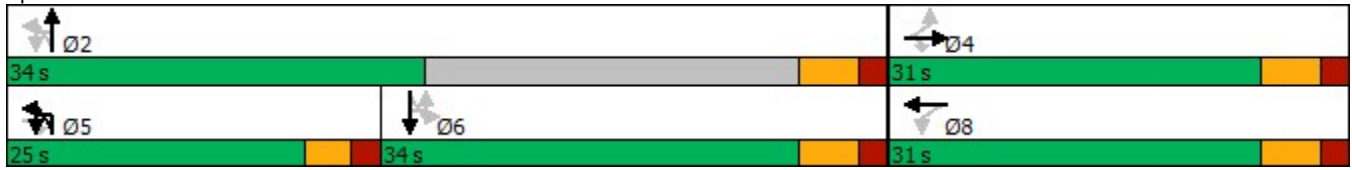
	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	467	9
Future Volume (vph)	467	9
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3564	0
Flt Permitted		
Satd. Flow (perm)	3564	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	822	
Travel Time (s)	14.0	
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	519	10
Shared Lane Traffic (%)		
Lane Group Flow (vph)	529	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	32	
Link Offset(ft)	0	
Crosswalk Width(ft)	40	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Protected Phases		4			8		5	5	2			
Permitted Phases	4		4 5	8			2	2			6	6
Detector Phase	4	4	4 5	8	8		5	5	2		6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0	20.0
Minimum Split (s)	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0	26.0
Total Split (s)	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0	34.0
Total Split (%)	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%	37.8%
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			0.0
Total Lost Time (s)		6.0			6.0			5.0	6.0			6.0
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2	0.2
Recall Mode	None	None		None	None		None	None	Min		Min	Min
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	22.0	22.0		22.0	22.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		6.2	14.7		6.2			33.1	33.5			25.0
Actuated g/C Ratio		0.13	0.31		0.13			0.70	0.70			0.53
v/c Ratio		0.05	0.12		0.10			0.02	0.14			0.05
Control Delay		19.6	3.4		12.4			3.1	3.7			9.5
Queue Delay		0.0	0.0		0.0			0.0	0.0			0.0
Total Delay		19.6	3.4		12.4			3.1	3.7			9.5
LOS		B	A		B			A	A			A
Approach Delay		4.6			12.4				3.6			
Approach LOS		A			B				A			
Queue Length 50th (ft)		2	0		1			1	16			4
Queue Length 95th (ft)		12	13		17			4	30			16
Internal Link Dist (ft)		676			207				1041			
Turn Bay Length (ft)								420				105
Base Capacity (vph)		789	1810		857			1797	3571			673
Starvation Cap Reductn		0	0		0			0	0			0
Spillback Cap Reductn		0	0		0			0	0			0
Storage Cap Reductn		0	0		0			0	0			0
Reduced v/c Ratio		0.01	0.06		0.03			0.02	0.10			0.04

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 47.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.28
 Intersection Signal Delay: 7.1
 Intersection Capacity Utilization 44.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lane Group	↓ SBT	↙ SBR
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	34.0	
Total Split (%)	37.8%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	25.0	
Actuated g/C Ratio	0.53	
v/c Ratio	0.28	
Control Delay	9.9	
Queue Delay	0.0	
Total Delay	9.9	
LOS	A	
Approach Delay	9.8	
Approach LOS	A	
Queue Length 50th (ft)	52	
Queue Length 95th (ft)	84	
Internal Link Dist (ft)	742	
Turn Bay Length (ft)		
Base Capacity (vph)	2336	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.23	
Intersection Summary		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	16	635	60	16	23	823	63	34	10	34	81
Future Volume (vph)	6	16	635	60	16	23	823	63	34	10	34	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.98		1.00				1.00	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1685	5136	1507	0	1805	5085	1478	0	1669	1507	1685
Flt Permitted		0.950				0.950				0.763		0.725
Satd. Flow (perm)	0	1685	5136	1475	0	1803	5085	1478	0	1317	1488	1285
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)				1		1			7		1	1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	7	18	706	67	18	26	914	70	38	11	38	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	706	67	0	44	914	70	0	49	38	90
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	15	26
Future Volume (vph)	15	26
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1480
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	17	29
Shared Lane Traffic (%)		
Lane Group Flow (vph)	17	29
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB NB Saturday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	32.0	32.0	61.0	61.0	32.0	32.0	61.0	61.0	47.0	47.0	47.0	47.0
Total Split (%)	22.9%	22.9%	43.6%	43.6%	22.9%	22.9%	43.6%	43.6%	33.6%	33.6%	33.6%	33.6%
Maximum Green (s)	26.0	26.0	53.0	53.0	26.0	26.0	53.0	53.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									0	0	0	0
Act Effct Green (s)		7.7	96.9	96.9		8.5	100.3	100.3		15.2	15.2	15.2
Actuated g/C Ratio		0.06	0.69	0.69		0.06	0.72	0.72		0.11	0.11	0.11
v/c Ratio		0.27	0.20	0.07		0.40	0.25	0.07		0.35	0.24	0.65
Control Delay		69.8	7.1	7.6		81.2	3.9	4.2		62.4	58.3	79.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		69.8	7.1	7.6		81.2	3.9	4.2		62.4	58.3	79.6
LOS		E	A	A		F	A	A		E	E	E
Approach Delay			9.1				7.3			60.6		
Approach LOS			A				A			E		
Queue Length 50th (ft)		23	61	16		40	53	11		42	32	80
Queue Length 95th (ft)		58	72	29		84	61	20		81	66	134
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		312	3554	1020		335	3641	1058		366	414	357
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.08	0.20	0.07		0.13	0.25	0.07		0.13	0.09	0.25

Intersection Summary


Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	47.0	47.0
Total Split (%)	33.6%	33.6%
Maximum Green (s)	39.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	15.2	15.2
Actuated g/C Ratio	0.11	0.11
v/c Ratio	0.09	0.18
Control Delay	54.2	56.8
Queue Delay	0.0	0.0
Total Delay	54.2	56.8
LOS	D	E
Approach Delay	71.6	
Approach LOS	E	
Queue Length 50th (ft)	14	24
Queue Length 95th (ft)	37	55
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	493	412
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.03	0.07
Intersection Summary		

Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 14.5
 Intersection Capacity Utilization 67.6%
 Analysis Period (min) 15





















Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 61 s	 Ø4 47 s
 Ø5 32 s	 Ø6 (R) 61 s	 Ø8 47 s

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

FB NB Saturday Evening peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	84	643	2	6	1	788	94	1	3	0	69
Future Volume (vph)	3	84	643	2	6	1	788	94	1	3	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.99		1.00		
Fr t				0.850				0.850				
Flt Protected		0.950				0.950				0.988		0.950
Satd. Flow (prot)	0	3165	3574	1615	0	1805	3574	1553	0	1877	0	3502
Flt Permitted		0.950				0.950						0.950
Satd. Flow (perm)	0	3164	3574	1615	0	1805	3574	1532	0	1898	0	3502
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								101				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		1						1	4			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	11%	1%	0%	0%	0%	1%	4%	0%	0%	0%	0%
Adj. Flow (vph)	3	90	691	2	6	1	847	101	1	3	0	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	691	2	0	7	847	101	0	4	0	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0			0.0		0.0

Lane Group	SBT	SBR	Ø2
Lane Configurations	↓	↙	
Traffic Volume (vph)	2	130	
Future Volume (vph)	2	130	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.98	0.98	
Frt	0.854	0.850	
Flt Protected			
Satd. Flow (prot)	1489	1504	
Flt Permitted			
Satd. Flow (perm)	1489	1480	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		4	
Peak Hour Factor	0.93	0.93	
Heavy Vehicles (%)	0%	2%	
Adj. Flow (vph)	2	140	
Shared Lane Traffic (%)		49%	
Lane Group Flow (vph)	71	71	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

FB NB Saturday Evening peak hour
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	58.0	58.0	20.0	20.0			21.0	21.0		41.0
Total Split (%)	14.3%	14.3%	41.4%	41.4%	14.3%	14.3%			15.0%	15.0%		29.3%
Maximum Green (s)	13.0	13.0	51.0	51.0	13.0	13.0			14.0	14.0		34.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												0
Act Effct Green (s)		8.5	95.7	95.7		9.4	96.6	114.9		5.2		11.3
Actuated g/C Ratio		0.06	0.68	0.68		0.07	0.69	0.82		0.04		0.08
v/c Ratio		0.48	0.28	0.00		0.06	0.34	0.08		0.06		0.26
Control Delay		71.6	10.3	11.5		56.1	4.2	1.4		66.5		61.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		71.6	10.3	11.5		56.1	4.2	1.4		66.5		61.4
LOS		E	B	B		E	A	A		E		E
Approach Delay			17.6				4.3			66.5		
Approach LOS			B				A			E		
Queue Length 50th (ft)		42	108	1		6	69	0		4		33
Queue Length 95th (ft)		72	222	5		24	83	0		17		57
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		293	2443	1104		167	2557	1464		189		850
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.32	0.28	0.00		0.04	0.33	0.07		0.02		0.09

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 17.4
 Intersection LOS: B

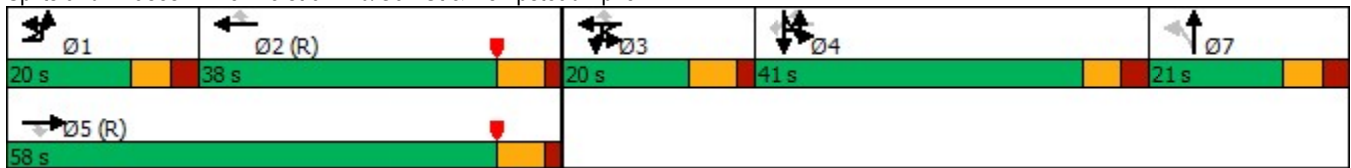
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	38.0
Total Split (%)	29.3%	29.3%	27%
Maximum Green (s)	34.0	34.0	31.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	11.3	11.3	
Actuated g/C Ratio	0.08	0.08	
v/c Ratio	0.59	0.59	
Control Delay	80.8	81.1	
Queue Delay	0.0	0.0	
Total Delay	80.8	81.1	
LOS	F	F	
Approach Delay	74.3		
Approach LOS	E		
Queue Length 50th (ft)	67	67	
Queue Length 95th (ft)	120	118	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	361	359	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.20	0.20	

Intersection Summary













Intersection Capacity Utilization 67.8%
 Analysis Period (min) 15

ICU Level of Service C

Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	190	104	84	222	48	104	238	88	118	371	113
Future Volume (vph)	71	190	104	84	222	48	104	238	88	118	371	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00	1.00			0.99		1.00		
Frt			0.850		0.973			0.959				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	1756	1507	1668	3232	0	1685	3323	0	1745	3574	1546
Flt Permitted	0.574			0.632			0.521			0.510		
Satd. Flow (perm)	1017	1756	1487	1108	3232	0	924	3323	0	933	3574	1546
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		14							
Link Speed (mph)		40			40			40				40
Link Distance (ft)		552			635			457				1121
Travel Time (s)		9.4			10.8			7.8				19.1
Confl. Peds. (#/hr)	1		1	1		1			2	2		
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	0%	0%	0%	0%	1%	1%
Parking (#/hr)									0			
Adj. Flow (vph)	75	200	109	88	234	51	109	251	93	124	391	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	200	109	88	285	0	109	344	0	124	391	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	12.0		5.0	12.0	12.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	20.0		10.0	20.0	20.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		1			0			0	0
Act Effct Green (s)	26.1	16.9	16.9	25.9	16.8		29.5	18.8		32.2	20.1	20.1
Actuated g/C Ratio	0.34	0.22	0.22	0.34	0.22		0.39	0.25		0.42	0.26	0.26
v/c Ratio	0.18	0.51	0.27	0.21	0.39		0.25	0.42		0.25	0.42	0.29
Control Delay	16.4	33.2	9.2	16.6	27.3		16.0	28.3		15.6	26.9	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	16.4	33.2	9.2	16.6	27.3		16.0	28.3		15.6	26.9	28.3
LOS	B	C	A	B	C		B	C		B	C	C
Approach Delay		23.1			24.8			25.3			24.9	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	21	84	3	25	57		28	71		32	79	44
Queue Length 95th (ft)	55	175	45	63	112		77	146		86	160	115
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	552	850	771	565	1571		602	2955		620	3179	1375
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.14	0.24	0.14	0.16	0.18		0.18	0.12		0.20	0.12	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 76.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 24.6









Intersection Capacity Utilization 54.0%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A

Splits and Phases: 19: Merrick Ave & Front St

 Ø1 21 s	 Ø2 43 s	 Ø3 21 s	 Ø4 78 s
 Ø5 21 s	 Ø6 43 s	 Ø7 21 s	 Ø8 78 s

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

FB NB Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	308	100	178	302	32	105	250	184	45	290	38
Future Volume (vph)	68	308	100	178	302	32	105	250	184	45	290	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.96	0.99	1.00			0.99		1.00		
Frt			0.850		0.986			0.936			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1881	1615	1787	1851	0	1805	1731	0	1805	1845	0
Flt Permitted	0.550			0.307			0.266			0.500		
Satd. Flow (perm)	1037	1881	1550	573	1851	0	505	1731	0	949	1845	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								32			5	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	4		7	7		4			1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	0%	3%	0%	0%	1%	3%
Parking (#/hr)						0						
Adj. Flow (vph)	72	324	105	187	318	34	111	263	194	47	305	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	324	105	187	352	0	111	457	0	47	345	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

FB NB Saturday Evening peak hour
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		18.0	18.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0	0		0			2		1	1	
Act Effct Green (s)	22.3	22.3	22.3	37.9	36.8		36.5	35.4		21.4	21.4	
Actuated g/C Ratio	0.26	0.26	0.26	0.45	0.43		0.43	0.42		0.25	0.25	
v/c Ratio	0.26	0.65	0.26	0.48	0.44		0.32	0.62		0.20	0.74	
Control Delay	29.7	35.9	28.4	19.8	19.5		18.8	23.2		30.3	40.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.7	35.9	28.4	19.8	19.5		18.8	23.2		30.3	40.7	
LOS	C	D	C	B	B		B	C		C	D	
Approach Delay		33.5			19.6			22.3			39.5	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	30	153	44	59	125		35	172		20	166	
Queue Length 95th (ft)	77	284	100	122	236		82	333		58	317	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	703	1276	1051	435	1570		409	1016		351	685	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.25	0.10	0.43	0.22		0.27	0.45		0.13	0.50	

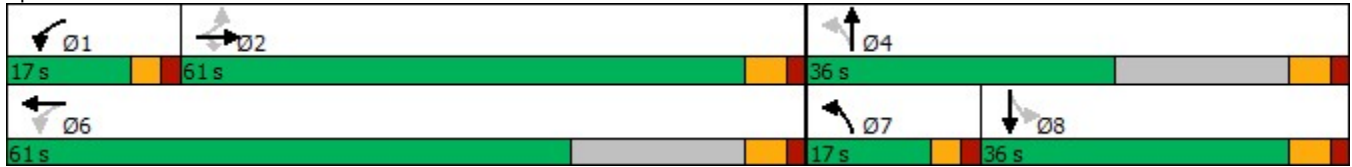
Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 84.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 27.7
 Intersection LOS: C

Intersection Capacity Utilization 80.7%
Analysis Period (min) 15

ICU Level of Service D

Splits and Phases: 20: Uniondale Ave & Front St















Lanes, Volumes, Timings
21: California Ave & Front St

FB NB Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	504	10	8	421	19	18	14	14	25	32	11
Future Volume (vph)	16	504	10	8	421	19	18	14	14	25	32	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.98			0.99	
Frt		0.997			0.994			0.959			0.978	
Flt Protected	0.950			0.950				0.981			0.982	
Satd. Flow (prot)	1685	1767	0	1685	1744	0	0	1892	0	0	2053	0
Flt Permitted	0.484			0.430				0.841			0.858	
Satd. Flow (perm)	857	1767	0	760	1744	0	0	1609	0	0	1791	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	4		11	11		4	10		2	2		10
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	17	542	11	9	453	20	19	15	15	27	34	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	553	0	9	473	0	0	49	0	0	73	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
21: California Ave & Front St

FB NB Saturday Evening peak hour
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex				Cl+Ex		Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Turn Type	Perm	NA	Perm		NA	Perm		NA	Perm		NA	
Protected Phases	2		6		6		8		8		4	
Permitted Phases	2		6		6		8		8		4	
Detector Phase	2	2	6		6	8		8	8		4	4
Switch Phase												
Minimum Initial (s)	30.0	30.0	30.0		30.0	10.0		10.0	10.0		10.0	10.0
Minimum Split (s)	36.0	36.0	36.0		36.0	15.5		15.5	15.5		15.5	15.5
Total Split (s)	61.0	61.0	61.0		61.0	28.5		28.5	28.5		28.5	28.5
Total Split (%)	68.2%	68.2%	68.2%		68.2%	31.8%		31.8%	31.8%		31.8%	31.8%
Maximum Green (s)	55.0	55.0	55.0		55.0	23.0		23.0	23.0		23.0	23.0
Yellow Time (s)	4.0	4.0	4.0		4.0	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	5.5		5.5	5.5		5.5	5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0		5.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	Min	Min	Min		Min	None		None	None		None	None
Walk Time (s)							7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)							12.0	12.0	12.0		12.0	12.0
Pedestrian Calls (#/hr)							4	4	1		1	1
Act Effct Green (s)	39.4	39.4	39.4		39.4	11.7		11.7	11.7		11.7	11.7
Actuated g/C Ratio	0.75	0.75	0.75		0.75	0.22		0.22	0.22		0.22	0.22
v/c Ratio	0.03	0.42	0.02		0.36	0.14		0.14	0.18		0.18	0.18
Control Delay	6.0	7.4	5.9		6.8	19.0		19.0	19.2		19.2	19.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	6.0	7.4	5.9		6.8	19.0		19.0	19.2		19.2	19.2
LOS	A	A	A		A	B		B	B		B	B
Approach Delay	7.3				6.8	19.0		19.0	19.3		19.3	19.3
Approach LOS	A				A	B		B	B		B	B
Queue Length 50th (ft)	2	87	1		70	12		12	19		19	19
Queue Length 95th (ft)	11	220	7		180	40		40	54		54	54
Internal Link Dist (ft)	178				181	328		328	459		459	459
Turn Bay Length (ft)	45		50									
Base Capacity (vph)	820	1691	727		1669	722		722	803		803	803
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.02	0.33	0.01		0.28	0.07		0.07	0.09		0.09	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 52.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 8.3

Intersection Capacity Utilization 47.2%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

FB NB Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	56	489	0	335	539	26	1	24	153	0	18	173
Future Volume (vph)	56	489	0	335	539	26	1	24	153	0	18	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.99			1.00	1.00			1.00				1.00
Frt					0.993							0.966
Flt Protected	0.950			0.950				0.950				0.996
Satd. Flow (prot)	1805	3539	0	1770	3535	0	0	1805	1881	0	0	3462
Flt Permitted	0.408			0.367				0.523				0.910
Satd. Flow (perm)	764	3539	0	682	3535	0	0	993	1881	0	0	3163
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	23		4	4		23		1				
Confl. Bikes (#/hr)						3						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	2%	1%	4%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	64	556	0	381	613	30	1	27	174	0	20	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	556	0	381	643	0	0	28	174	0	0	280
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		20	20	30		20	6
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	55
Future Volume (vph)	55
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.88
Heavy Vehicles (%)	0%
Adj. Flow (vph)	63
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		14.0	14.0	14.0		14.0	14.0
Total Split (s)	26.0	41.0		26.0	41.0		33.0	33.0	33.0		33.0	33.0
Total Split (%)	26.0%	41.0%		26.0%	41.0%		33.0%	33.0%	33.0%		33.0%	33.0%
Maximum Green (s)	21.0	35.0		21.0	35.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		0					1	1	1			
Act Effct Green (s)	58.3	47.8		73.1	57.9			15.6	15.6			15.6
Actuated g/C Ratio	0.58	0.48		0.73	0.58			0.16	0.16			0.16
v/c Ratio	0.12	0.33		0.54	0.31			0.18	0.59			0.57
Control Delay	13.9	32.2		8.4	12.9			28.9	37.3			42.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.3			0.0
Total Delay	13.9	32.2		8.4	12.9			28.9	37.6			42.6
LOS	B	C		A	B			C	D			D
Approach Delay		30.3			11.2				36.4			42.6
Approach LOS		C			B				D			D
Queue Length 50th (ft)	20	147		64	96			10	65			90
Queue Length 95th (ft)	m59	253		152	188			23	92			111
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	742	1733		751	2048			268	507			854
Starvation Cap Reductn	0	0		0	0			0	78			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.09	0.32		0.51	0.31			0.10	0.41			0.33

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

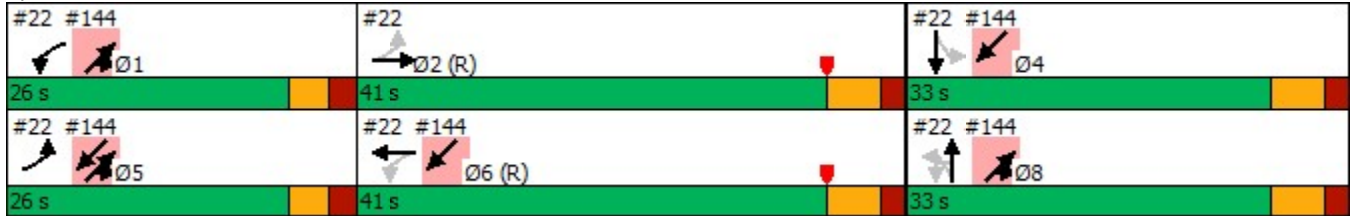
Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 23.3
 Intersection Capacity Utilization 74.5%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service D













Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave



Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

FB NB Saturday Evening peak hour
05/23/2024









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	433	28	64	454	109	31	333	78	108	540	81
Future Volume (vph)	79	433	28	64	454	109	31	333	78	108	540	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98	1.00		0.99	0.99		1.00	0.99		0.99	1.00	
Frt		0.991			0.971			0.971			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3504	0	1805	3418	0	1805	3451	0	1787	3490	0
Flt Permitted	0.187			0.310			0.317			0.380		
Satd. Flow (perm)	349	3504	0	584	3418	0	600	3451	0	709	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			30			29			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	53		20	20		53	15		17	17		15
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	0%	1%	2%	0%	1%	1%	1%	1%	1%
Parking (#/hr)						0						
Adj. Flow (vph)	93	509	33	75	534	128	36	392	92	127	635	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	542	0	75	662	0	36	484	0	127	730	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	15.0	35.0		15.0	35.0		15.0	35.0		15.0	35.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	9.0	29.0		9.0	29.0		9.0	29.0		9.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		5			6			7			18	
Act Effct Green (s)	31.3	24.6		29.9	23.8		44.4	38.8		50.7	45.3	
Actuated g/C Ratio	0.31	0.25		0.30	0.24		0.44	0.39		0.51	0.45	
v/c Ratio	0.42	0.63		0.29	0.79		0.11	0.36		0.29	0.46	
Control Delay	25.2	36.0		16.7	32.7		16.0	23.8		16.5	23.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.2	36.0		16.7	32.7		16.0	23.8		16.5	23.1	
LOS	C	D		B	C		B	C		B	C	
Approach Delay		34.5			31.0			23.2			22.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	38	160		18	206		11	111		42	182	
Queue Length 95th (ft)	60	188		21	238		30	163		80	254	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	244	1023		291	1012		395	1358		459	1588	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.53		0.26	0.65		0.09	0.36		0.28	0.46	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 50 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 27.6
 Intersection Capacity Utilization 75.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D













Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1 15 s	 Ø2 (R) 35 s	 Ø3 15 s	 Ø4 35 s
 Ø5 15 s	 Ø6 (R) 35 s	 Ø7 15 s	 Ø8 35 s

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

FB NB Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	329	98	49	372	71	82	489	45	64	592	144
Future Volume (vph)	117	329	98	49	372	71	82	489	45	64	592	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98		0.97		0.99		1.00	1.00		0.99	1.00	
Frt			0.850		0.978			0.987			0.971	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1626	3610	1599	0	3345	0	1624	3428	0	1624	3302	0
Flt Permitted	0.255				0.861		0.206			0.428		
Satd. Flow (perm)	428	3610	1544	0	2890	0	352	3428	0	724	3302	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	33		18	18		33	8		19	19		8
Confl. Bikes (#/hr)			1			2			2			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	0%	1%	0%	1%	0%	0%	0%	2%	0%	1%	7%
Parking (#/hr)						0						
Adj. Flow (vph)	130	366	109	54	413	79	91	543	50	71	658	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	366	109	0	546	0	91	593	0	71	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		3	3		6			6		11		11
Act Effct Green (s)	36.1	34.1	34.1		21.5		45.9	43.9		35.3		35.3
Actuated g/C Ratio	0.40	0.38	0.38		0.24		0.51	0.49		0.39		0.39
v/c Ratio	0.45	0.27	0.19		0.79		0.34	0.36		0.25		0.63
Control Delay	21.8	19.2	18.4		41.0		16.5	15.9		25.5		27.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	21.8	19.2	18.4		41.0		16.5	15.9		25.5		27.0
LOS	C	B	B		D		B	B		C		C
Approach Delay		19.6			41.0			16.0				26.9
Approach LOS		B			D			B				C
Queue Length 50th (ft)	44	69	38		148		28	113		29		213
Queue Length 95th (ft)	85	106	76		210		52	146		66		279
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	293	1369	585		758		292	1738		294		1344
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	0.44	0.27	0.19		0.72		0.31	0.34		0.24		0.61

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 6 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 25.4
 Intersection Capacity Utilization 81.6%
 Analysis Period (min) 15





















Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 24: N Franklin St & Fulton Ave















Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave

FB NB Saturday Evening peak hour
05/23/2024

													
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Traffic Volume (vph)	0	265	39	4	250	420	176	0	384	184	119	488	
Future Volume (vph)	0	265	39	4	250	420	176	0	384	184	119	488	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9	
Storage Length (ft)	0		0		0		125	0		0	325		
Storage Lanes	0		0		1		1	0		0	1		
Taper Length (ft)	0				0			0			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	
Ped Bike Factor		1.00			1.00		0.97		0.99		1.00	1.00	
Frt		0.981					0.850		0.951			0.990	
Flt Protected					0.950						0.950		
Satd. Flow (prot)	0	3418	0	0	1745	3610	1830	0	3165	0	1624	3172	
Flt Permitted					0.950						0.245		
Satd. Flow (perm)	0	3418	0	0	1744	3610	1783	0	3165	0	418	3172	
Right Turn on Red			Yes				Yes			Yes			
Satd. Flow (RTOR)		18					146		91			11	
Link Speed (mph)		30				30			30			30	
Link Distance (ft)		366				499			317			536	
Travel Time (s)		8.3				11.3			7.2			12.2	
Confl. Peds. (#/hr)	12		1		1		12	26		4	4		
Confl. Bikes (#/hr)										1			
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	
Adj. Flow (vph)	0	305	45	5	287	483	202	0	441	211	137	561	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	350	0	0	292	483	202	0	652	0	137	601	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left	
Median Width(ft)		15				75			9			9	
Link Offset(ft)		0				0			0			0	
Crosswalk Width(ft)		24				26			16			16	
Two way Left Turn Lane													
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14	
Turning Speed (mph)	15		9	9	15		9	15		9	15		
Number of Detectors		2		1	1	2	1		2		1	2	
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru	
Leading Detector (ft)		100		20	20	100	20		100		20	100	
Trailing Detector (ft)		0		0	0	0	0		0		0	0	
Detector 1 Position(ft)		0		0	0	0	0		0		0	0	
Detector 1 Size(ft)		6		20	20	6	20		6		20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94				94			94			94	
Detector 2 Size(ft)		6				6			6			6	
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	35
Future Volume (vph)	35
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	26
Confl. Bikes (#/hr)	
Peak Hour Factor	0.87
Heavy Vehicles (%)	3%
Adj. Flow (vph)	40
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		25.5		11.5	25.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		9				1			0			4
Act Effct Green (s)		15.4			24.8	45.8	51.9		21.6		33.2	33.2
Actuated g/C Ratio		0.17			0.28	0.51	0.58		0.24		0.37	0.37
v/c Ratio		0.58			0.61	0.26	0.18		0.79		0.58	0.51
Control Delay		35.9			38.1	13.4	2.8		34.9		38.0	23.1
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		35.9			38.1	13.4	2.8		34.9		38.0	23.1
LOS		D			D	B	A		C		D	C
Approach Delay		35.9				18.6			34.9			25.9
Approach LOS		D				B			C			C
Queue Length 50th (ft)		94			138	75	10		161		54	137
Queue Length 95th (ft)		117			#339	116	37		200		84	162
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		905			481	1836	1175		996		314	1503
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		0.39			0.61	0.26	0.17		0.65		0.44	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 44 (49%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

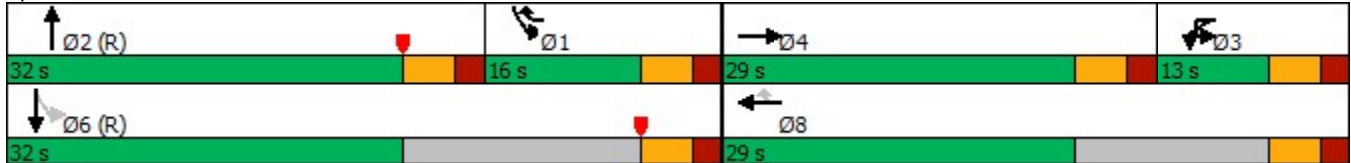
Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 26.7
 Intersection Capacity Utilization 68.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

FB NB Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	598	186	286	629	133	122	278	166	101	216	28
Future Volume (vph)	72	598	186	286	629	133	122	278	166	101	216	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.99			0.99		1.00		1.00		
Frt			0.850			0.850		0.944			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1586	3421	1516	1685	3455	1546	1694	3278	0	1685	3400	0
Flt Permitted	0.392			0.270			0.453			0.212		
Satd. Flow (perm)	654	3421	1497	479	3455	1524	808	3278	0	376	3400	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								88			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	1					1			1	1		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	2%	3%	0%	1%	1%	3%	0%	0%	0%	1%	0%
Parking (#/hr)												0
Adj. Flow (vph)	78	650	202	311	684	145	133	302	180	110	235	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	650	202	311	684	145	133	482	0	110	265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0	
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%	
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	61.9	54.5	67.4	87.5	74.1	85.9	35.7	22.7		33.2	21.5	
Actuated g/C Ratio	0.44	0.39	0.48	0.62	0.53	0.61	0.26	0.16		0.24	0.15	
v/c Ratio	0.23	0.49	0.28	0.58	0.37	0.15	0.46	0.80		0.55	0.50	
Control Delay	16.7	36.0	21.4	18.2	21.6	10.9	42.1	55.8		47.0	54.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	16.7	36.0	21.4	18.2	21.6	10.9	42.1	55.8		47.0	54.8	
LOS	B	D	C	B	C	B	D	E		D	D	
Approach Delay		31.2			19.3			52.9			52.5	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	27	238	101	123	186	47	94	185		76	113	
Queue Length 95th (ft)	59	342	173	216	284	92	135	237		114	152	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	447	1336	767	532	1829	994	332	999		260	978	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.49	0.26	0.58	0.37	0.15	0.40	0.48		0.42	0.27	









Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 73 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 33.7
 Intersection Capacity Utilization 71.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
23 s	48 s	23 s	46 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
23 s	48 s	23 s	46 s

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	156	1071	38	265	1204	416	30	180	221	339	231
Future Volume (vph)	1	156	1071	38	265	1204	416	30	180	221	339	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		375		245	250		0	95		235	300	
Storage Lanes		1		1	2		1	1		1	2	
Taper Length (ft)		85			110			130			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00		0.99	1.00		0.98	1.00				
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3502	5136	1495	3502	6471	1615	1687	3505	1599	3433	3505
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3499	5136	1476	3498	6471	1587	1686	3505	1599	3433	3505
Right Turn on Red				Yes			No			Yes		
Satd. Flow (RTOR)				225						143		
Link Speed (mph)			30			40			30			30
Link Distance (ft)			566			700			662			581
Travel Time (s)			12.9			11.9			15.0			13.2
Confl. Peds. (#/hr)		4		4	4		4	1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	1%	8%	0%	1%	0%	7%	3%	1%	2%	3%
Adj. Flow (vph)	1	181	1245	44	308	1400	484	35	209	257	394	269
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	182	1245	44	308	1400	484	35	209	257	394	269
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	155
Future Volume (vph)	155
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1594
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.86
Heavy Vehicles (%)	0%
Adj. Flow (vph)	180
Shared Lane Traffic (%)	
Lane Group Flow (vph)	180
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

FB NB Saturday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	5	2		1	6		3	8	1	7	4
Permitted Phases				Free			6 7			8		
Detector Phase	5	5	2		1	6	6 7	3	8	1	7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0		5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.0	9.0	26.0		9.0	26.0		11.0	16.0	9.0	11.0	16.0
Total Split (s)	27.0	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0
Total Split (%)	16.9%	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%
Maximum Green (s)	21.0	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None
Walk Time (s)	5.0	5.0	7.0			7.0			7.0			7.0
Flash Dont Walk (s)	7.0	7.0	28.0			28.0			33.0			33.0
Pedestrian Calls (#/hr)	0	0	0			0			1			1
Act Effct Green (s)		12.7	73.2	160.0	21.5	82.1	111.2	7.8	19.1	45.7	23.1	35.6
Actuated g/C Ratio		0.08	0.46	1.00	0.13	0.51	0.70	0.05	0.12	0.29	0.14	0.22
v/c Ratio		0.66	0.53	0.03	0.65	0.42	0.44	0.43	0.50	0.46	0.80	0.35
Control Delay		82.8	33.5	0.0	81.1	15.3	7.4	88.5	68.4	22.0	78.3	52.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay		82.8	33.5	0.0	81.1	15.3	7.5	88.5	68.4	22.0	78.3	52.7
LOS		F	C	A	F	B	A	F	E	C	E	D
Approach Delay			38.6			22.8			46.0			61.9
Approach LOS			D			C			D			E
Queue Length 50th (ft)		96	320	0	161	143	95	36	113	99	209	133
Queue Length 95th (ft)		130	446	0	#261	162	131	73	125	147	244	134
Internal Link Dist (ft)			486			620			582			501
Turn Bay Length (ft)		375		245	250			95		235	300	
Base Capacity (vph)		459	2350	1476	471	3321	1161	168	920	558	622	1195
Starvation Cap Reductn		0	0	0	0	0	136	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.40	0.53	0.03	0.65	0.42	0.47	0.21	0.23	0.46	0.63	0.23

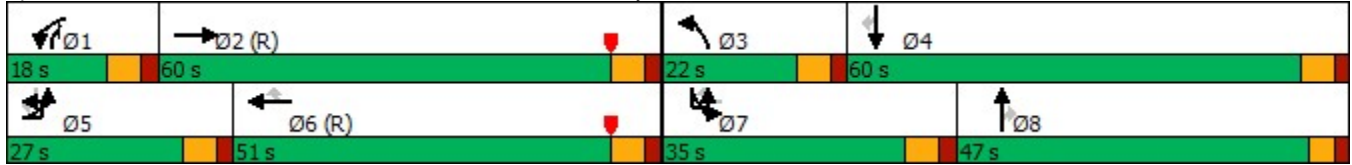
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 36.4
 Intersection LOS: D

Lane Group	SBR
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	54.2
Actuated g/C Ratio	0.34
v/c Ratio	0.33
Control Delay	39.7
Queue Delay	0.0
Total Delay	39.7
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	150
Queue Length 95th (ft)	150
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	624
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.29
Intersection Summary	

Intersection Capacity Utilization 70.5% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	895	220	113	701	58	224	105	168	111	78	36
Future Volume (vph)	65	895	220	113	701	58	224	105	168	111	78	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98	1.00	1.00		1.00		0.98		0.99	
Frt			0.850		0.989				0.850		0.976	
Flt Protected	0.950			0.950			0.950				0.976	
Satd. Flow (prot)	1805	5136	1615	1752	5071	0	3502	1900	1615	0	3417	0
Flt Permitted	0.315			0.232			0.950				0.976	
Satd. Flow (perm)	596	5136	1586	428	5071	0	3490	1900	1581	0	3403	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			239		9				100			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		634			835			397			261	
Travel Time (s)		10.8			14.2			9.0			5.9	
Confl. Peds. (#/hr)	7		3	3		7	3		6	6		3
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	3%	1%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	71	973	239	123	762	63	243	114	183	121	85	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	973	239	123	825	0	243	114	183	0	245	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			0	
Link Offset(ft)		0			0			0			-50	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		1	1				1	1				
Act Effct Green (s)	94.8	86.9	86.9	103.3	91.2		19.3	19.3	31.5		17.6	
Actuated g/C Ratio	0.59	0.54	0.54	0.65	0.57		0.12	0.12	0.20		0.11	
v/c Ratio	0.17	0.35	0.25	0.33	0.29		0.58	0.50	0.47		0.65	
Control Delay	13.2	22.8	3.5	14.2	19.1		71.1	72.1	24.9		76.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	13.2	22.8	3.5	14.2	19.1		71.1	72.1	24.9		76.3	
LOS	B	C	A	B	B		E	E	C		E	
Approach Delay		18.7			18.5			55.7			76.3	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	24	200	0	43	150		127	115	72		131	
Queue Length 95th (ft)	60	311	55	96	238		159	167	127		176	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	539	2789	970	446	2894		853	463	467		435	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.13	0.35	0.25	0.28	0.29		0.28	0.25	0.39		0.56	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 13 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65

Intersection Signal Delay: 29.9





Intersection LOS: C

Intersection Capacity Utilization 59.1%

ICU Level of Service B

Analysis Period (min) 15













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

FB NB Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	845	147	297	611	36	111	254	393	103	269	133
Future Volume (vph)	138	845	147	297	611	36	111	254	393	103	269	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00					0.99
Frt		0.978			0.992			0.936	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5055	0	3433	3545	0	1770	3205	1455	1787	3539	1615
Flt Permitted	0.950			0.950			0.431			0.181		
Satd. Flow (perm)	1786	5055	0	3431	3545	0	802	3205	1455	340	3539	1592
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			121	112			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)	1		1	1		1	2					2
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	1%	2%	1%	0%	2%	1%	1%	1%	2%	0%
Adj. Flow (vph)	153	939	163	330	679	40	123	282	437	114	299	148
Shared Lane Traffic (%)									48%			
Lane Group Flow (vph)	153	1102	0	330	719	0	123	492	227	114	299	148
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		1			0						0	
Act Effct Green (s)	16.3	64.5		17.8	65.9		33.9	22.2	46.0	33.6	22.1	38.4
Actuated g/C Ratio	0.12	0.46		0.13	0.47		0.24	0.16	0.33	0.24	0.16	0.27
v/c Ratio	0.74	0.47		0.76	0.43		0.45	0.81	0.41	0.57	0.54	0.34
Control Delay	79.5	28.6		70.3	27.6		42.2	53.0	18.7	48.0	57.2	36.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.5	28.6		70.3	27.6		42.2	53.0	18.7	48.0	57.2	36.4
LOS	E	C		E	C		D	D	B	D	E	D
Approach Delay		34.8			41.0			42.2			49.8	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	137	249		152	223		86	183	85	80	133	101
Queue Length 95th (ft)	204	354		198	343		127	239	148	119	173	139
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	293	2327		563	1671		307	914	603	236	910	516
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.47		0.59	0.43		0.40	0.54	0.38	0.48	0.33	0.29

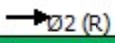



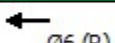


Intersection Summary




























Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81













Intersection Signal Delay: 40.5
 Intersection Capacity Utilization 77.1%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1 29 s	 Ø2 (R) 49 s	 Ø3 20 s	 Ø4 42 s
 Ø5 29 s	 Ø6 (R) 49 s	 Ø7 20 s	 Ø8 42 s

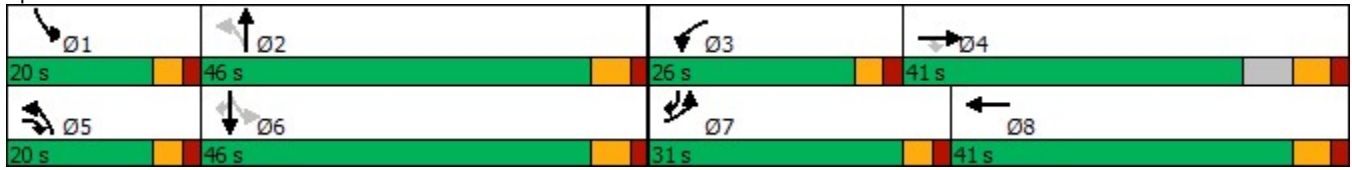
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (vph)	264	102	64	3	95	89	57	348	1	140	401	273
Future Volume (vph)	264	102	64	3	95	89	57	348	1	140	401	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt			0.850		0.927						0.978	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	3610	1615	1805	3330	0	1805	3610	0	1745	3339	1379
Flt Permitted	0.950			0.950			0.412			0.389		
Satd. Flow (perm)	3502	3610	1615	1805	3330	0	783	3610	0	714	3339	1379
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			74									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%	3%
Adj. Flow (vph)	303	117	74	3	109	102	66	400	1	161	461	314
Shared Lane Traffic (%)												25%
Lane Group Flow (vph)	303	117	74	3	211	0	66	401	0	161	540	235
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	12.7	26.9	39.6	4.8	10.8		25.1	17.5		31.2	22.5	41.3
Actuated g/C Ratio	0.17	0.37	0.55	0.07	0.15		0.35	0.24		0.43	0.31	0.57
v/c Ratio	0.50	0.09	0.08	0.03	0.43		0.18	0.46		0.37	0.52	0.30
Control Delay	31.1	17.2	3.3	38.0	32.6		14.2	26.7		15.5	24.8	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	31.1	17.2	3.3	38.0	32.6		14.2	26.7		15.5	24.8	10.7
LOS	C	B	A	D	C		B	C		B	C	B
Approach Delay		23.7			32.6			24.9			19.7	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	61	16	0	1	44		16	78		40	110	58
Queue Length 95th (ft)	112	43	21	10	87		42	140		88	186	117
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	1279	2029	1099	532	1637		562	2029		540	1876	1046
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.24	0.06	0.07	0.01	0.13		0.12	0.20		0.30	0.29	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 72.6
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 23.1
 Intersection Capacity Utilization 52.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd



Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	332	11	6	197	90	10	45	44	520	59	539
Future Volume (vph)	180	332	11	6	197	90	10	45	44	520	59	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Frt		0.995			0.953				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.961	
Satd. Flow (prot)	1787	6503	0	1805	4844	0	1805	1810	1615	1643	3299	2814
Flt Permitted	0.505			0.510			0.950			0.950	0.961	
Satd. Flow (perm)	950	6503	0	969	4844	0	1805	1810	1615	1643	3299	2814
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			82				70			586
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701				642
Travel Time (s)		24.9			14.4			15.9				14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	0%	3%	0%	0%	5%	0%	0%	4%	1%
Adj. Flow (vph)	196	361	12	7	214	98	11	49	48	565	64	586
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	196	373	0	7	312	0	11	49	48	282	347	586
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			15				-15
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave







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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	83.2	74.5		67.4	62.6		10.4	10.4	13.6	31.2	31.2	51.8
Actuated g/C Ratio	0.59	0.53		0.48	0.45		0.07	0.07	0.10	0.22	0.22	0.37
v/c Ratio	0.30	0.11		0.01	0.14		0.08	0.37	0.22	0.77	0.47	0.42
Control Delay	16.8	18.9		18.0	20.2		60.2	68.7	4.9	64.9	48.5	2.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	18.9		18.0	20.2		60.2	68.7	4.9	64.9	48.5	2.5
LOS	B	B		B	C		E	E	A	E	D	A
Approach Delay		18.2			20.1			39.5			30.1	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	82	50		3	45		10	43	0	267	151	0
Queue Length 95th (ft)	151	79		12	84		30	85	11	357	189	34
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	677	3463		658	2209		386	387	365	390	783	1476
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.11		0.01	0.14		0.03	0.13	0.13	0.72	0.44	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 26.1
 Intersection Capacity Utilization 79.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave

 Ø1 24 s	 Ø2 (R) 44 s	 Ø3 36 s	 Ø4 36 s
 Ø5 24 s	 Ø6 (R) 44 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	32	343	78	174	427	60	3	89	173	88	1	94
Future Volume (vph)	32	343	78	174	427	60	3	89	173	88	1	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		0.98		1.00
Frt		0.972			0.982					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1752	4951	0	3335	5085	0	0	1788	3574	2814	0	1770
Flt Permitted	0.950			0.950				0.513				0.589
Satd. Flow (perm)	1751	4951	0	3323	5085	0	0	965	3574	2771	0	1095
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		36			18					105		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	1		2	2		1		1		3		3
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	1%	4%	5%	0%	0%	0%	1%	1%	1%	0%	2%
Adj. Flow (vph)	38	408	93	207	508	71	4	106	206	105	1	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	501	0	207	579	0	0	110	206	105	0	113
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Perm	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6			3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		8	3	8	1	7	7
Switch Phase												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	221	43
Future Volume (vph)	221	43
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1615
Flt Permitted		
Satd. Flow (perm)	3574	1594
Right Turn on Red		Yes
Satd. Flow (RTOR)		70
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.84	0.84
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	263	51
Shared Lane Traffic (%)		
Lane Group Flow (vph)	263	51
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5
Switch Phase		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

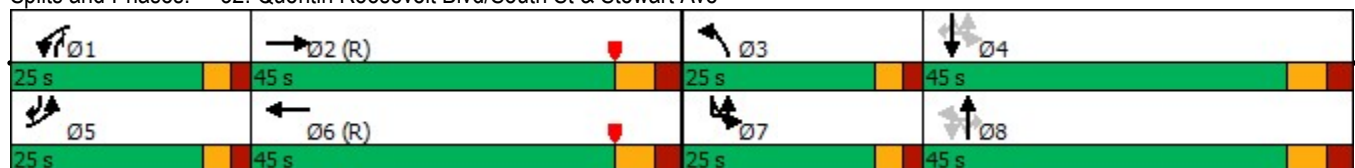
FB NB Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	32.0		5.0	32.0		12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		44.0	10.0	44.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		45.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		32.1%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		38.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0		7.0			
Flash Dont Walk (s)							30.0		30.0			
Pedestrian Calls (#/hr)							1		1			
Act Effct Green (s)	8.5	69.6		14.0	77.2			33.9	19.9	35.8		34.9
Actuated g/C Ratio	0.06	0.50		0.10	0.55			0.24	0.14	0.26		0.25
v/c Ratio	0.36	0.20		0.62	0.21			0.36	0.41	0.13		0.34
Control Delay	71.7	20.8		68.6	18.3			39.4	55.5	5.0		38.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	71.7	20.8		68.6	18.3			39.4	55.5	5.0		38.9
LOS	E	C		E	B			D	E	A		D
Approach Delay		24.4			31.5				38.7			
Approach LOS		C			C				D			
Queue Length 50th (ft)	34	79		94	89			80	93	0		82
Queue Length 95th (ft)	67	139		124	154			92	105	15		96
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	250	2480		476	2812			386	970	908		404
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.15	0.20		0.43	0.21			0.28	0.21	0.12		0.28

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 34.0
 Intersection Capacity Utilization 68.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C



















Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



	↓	↙
Lane Group	SBT	SBR
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	20.3	30.8
Actuated g/C Ratio	0.14	0.22
v/c Ratio	0.51	0.13
Control Delay	57.3	3.2
Queue Delay	0.0	0.0
Total Delay	57.3	3.2
LOS	E	A
Approach Delay	46.0	
Approach LOS	D	
Queue Length 50th (ft)	122	0
Queue Length 95th (ft)	127	12
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	977	533
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.27	0.10
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave













FB NB Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	451	18	337	604	44	20	245	186	48	358	150
Future Volume (vph)	110	451	18	337	604	44	20	245	186	48	358	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.994			0.990			0.938			0.960	
Flt Protected	0.950			0.950				0.998			0.996	
Satd. Flow (prot)	1770	5156	0	3467	3569	0	0	3303	0	0	3386	0
Flt Permitted	0.950			0.950				0.883			0.821	
Satd. Flow (perm)	1770	5156	0	3467	3569	0	0	2922	0	0	2791	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	1%	0%	2%	0%	2%	3%	0%	3%	0%
Adj. Flow (vph)	128	524	21	392	702	51	23	285	216	56	416	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	545	0	392	753	0	0	524	0	0	646	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

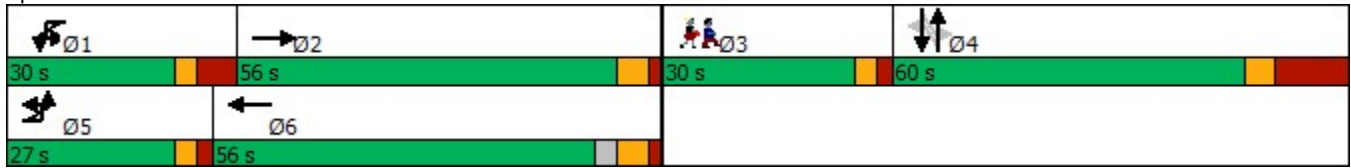
FB NB Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	13.7	28.0		19.3	36.7			45.9			45.9	
Actuated g/C Ratio	0.11	0.23		0.16	0.30			0.38			0.38	
v/c Ratio	0.64	0.46		0.71	0.70			0.47			0.61	
Control Delay	68.2	41.1		57.3	41.4			32.1			35.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	68.2	41.1		57.3	41.4			32.1			35.4	
LOS	E	D		E	D			C			D	
Approach Delay		46.2			46.8			32.1			35.4	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	97	137		150	274			161			212	
Queue Length 95th (ft)	169	166		221	343			247			318	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	324	2144		634	1573			1120			1070	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.40	0.25		0.62	0.48			0.47			0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 121.4
 Natural Cycle: 125
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 41.6
 Intersection Capacity Utilization 87.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 33: Clinton Rd & Stewart Ave



Lane Group Ø3

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 1.0

Minimum Split (s) 33.0

Total Split (s) 30.0

Total Split (%) 17%

Maximum Green (s) 25.0

Yellow Time (s) 3.0

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag Lead

Lead-Lag Optimize? Yes

Vehicle Extension (s) 1.0

Recall Mode None

Walk Time (s) 10.0

Flash Dont Walk (s) 18.0

Pedestrian Calls (#/hr) 0

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)







Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

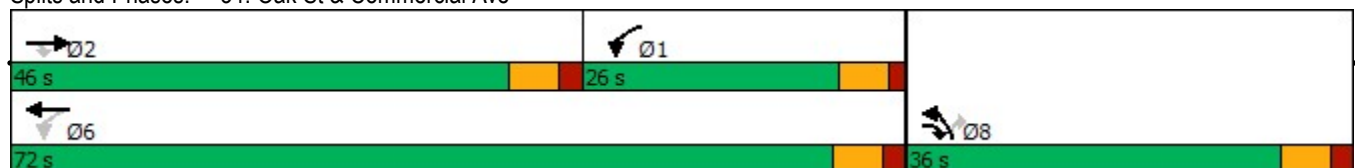
						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	35	54	228	58	52	193
Future Volume (vph)	35	54	228	58	52	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3610	1182	3367	1629	3303	2787
Flt Permitted			0.730		0.950	
Satd. Flow (perm)	3610	1182	2587	1629	3303	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		60				214
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	23%	4%	5%	6%	2%
Parking (#/hr)		0		0		
Adj. Flow (vph)	39	60	253	64	58	214
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	60	253	64	58	214
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	10.0	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.2	12.1	14.4	13.9	9.2	9.2
Actuated g/C Ratio	0.35	0.34	0.41	0.39	0.26	0.26
v/c Ratio	0.03	0.14	0.19	0.10	0.07	0.24
Control Delay	9.5	2.6	6.9	6.8	11.6	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	2.6	6.9	6.8	11.6	3.6
LOS	A	A	A	A	B	A
Approach Delay	5.4			6.9	5.3	
Approach LOS	A			A	A	
Queue Length 50th (ft)	2	0	14	7	3	0
Queue Length 95th (ft)	12	8	27	20	17	21
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	3535	1027	2191	1629	2846	2431
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.06	0.12	0.04	0.02	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 35.3
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.24
 Intersection Signal Delay: 6.0
 Intersection Capacity Utilization 30.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB NB Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	215	3	21	1	7	15	1	24	114	1	3	10
Future Volume (vph)	215	3	21	1	7	15	1	24	114	1	3	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor								1.00				
Frt			0.850		0.898				0.999			
Flt Protected	0.950	0.953		0.950				0.950				0.950
Satd. Flow (prot)	1626	3264	1538	1805	2730	0	0	1805	5182	0	0	1461
Flt Permitted	0.635	0.955						0.607				0.665
Satd. Flow (perm)	1087	3270	1538	1900	2730	0	0	1151	5182	0	0	1022
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			72		17				1			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)								2				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	5%	0%	14%	21%	0%	0%	0%	0%	0%	30%
Adj. Flow (vph)	244	3	24	1	8	17	1	27	130	1	3	11
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	122	125	24	1	25	0	0	28	131	0	0	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	204	259
Future Volume (vph)	204	259
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1553
Flt Permitted		
Satd. Flow (perm)	3574	1530
Right Turn on Red		Yes
Satd. Flow (RTOR)		294
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		2
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	1%	4%
Adj. Flow (vph)	232	294
Shared Lane Traffic (%)		
Lane Group Flow (vph)	232	294
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.0	16.0	16.0	11.0	11.0		10.0	10.0	11.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)	12.8	11.7	11.7	6.7	6.7			11.6	9.8			11.5
Actuated g/C Ratio	0.36	0.33	0.33	0.19	0.19			0.32	0.27			0.32
v/c Ratio	0.22	0.12	0.04	0.00	0.05			0.06	0.09			0.04
Control Delay	9.7	9.1	0.1	17.0	11.1			9.6	12.6			9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	9.7	9.1	0.1	17.0	11.1			9.6	12.6			9.7
LOS	A	A	A	B	B			A	B			A
Approach Delay		8.6			11.4				12.1			
Approach LOS		A			B				B			
Queue Length 50th (ft)	14	7	0	0	0			3	5			1
Queue Length 95th (ft)	57	28	1	4	10			19	27			12
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	1015	3155	1486	1446	2082			857	4829			696
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.12	0.04	0.02	0.00	0.01			0.03	0.03			0.02

Intersection Summary

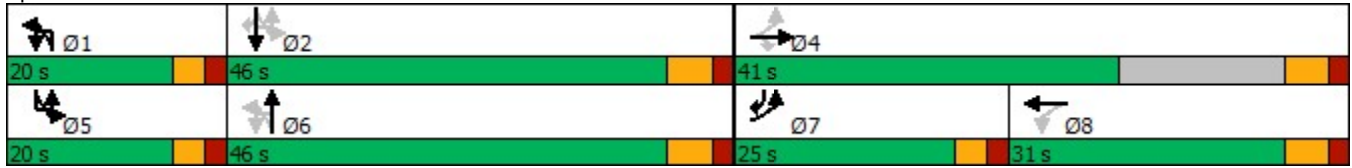
Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 35.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.28
 Intersection Signal Delay: 8.4
 Intersection Capacity Utilization 38.3%

Intersection LOS: A
 ICU Level of Service A

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	16.0	10.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	9.8	21.6
Actuated g/C Ratio	0.27	0.60
v/c Ratio	0.24	0.28
Control Delay	13.3	1.9
Queue Delay	0.0	0.0
Total Delay	13.3	1.9
LOS	B	A
Approach Delay	7.0	
Approach LOS	A	
Queue Length 50th (ft)	14	0
Queue Length 95th (ft)	65	32
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	3330	1262
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.23
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	76	1	3	0	0	0	0	1	275	155
Future Volume (vph)	0	4	76	1	3	0	0	0	0	1	275	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor										1.00		0.99
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1773	1561	1925	1900	0	0	0	0	1685	5085	1463
Flt Permitted				0.755						0.950		
Satd. Flow (perm)	0	1773	1561	1530	1900	0	0	0	0	1681	5085	1444
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			83									168
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)	7					7	1		1	1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%
Adj. Flow (vph)	0	4	83	1	3	0	0	0	0	1	299	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	83	1	3	0	0	0	0	1	299	168
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0

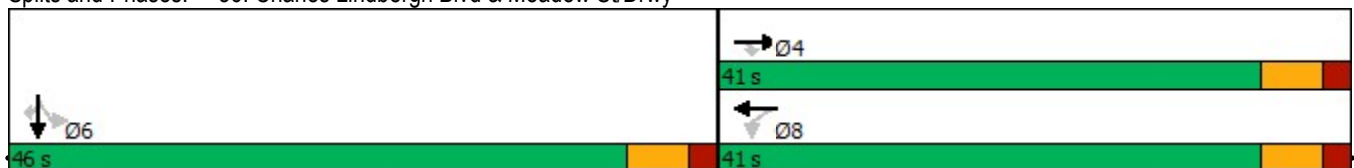
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		0	0	0	0					2	2	2
Act Effct Green (s)		8.1	8.1	8.1	8.1					32.1	32.1	32.1
Actuated g/C Ratio		0.17	0.17	0.17	0.17					0.67	0.67	0.67
v/c Ratio		0.01	0.25	0.00	0.01					0.00	0.09	0.17
Control Delay		15.5	7.2	15.0	15.3					4.0	4.3	1.6
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		15.5	7.2	15.0	15.3					4.0	4.3	1.6
LOS		B	A	B	B					A	A	A
Approach Delay		7.6			15.3						3.3	
Approach LOS		A			B						A	
Queue Length 50th (ft)		1	0	0	1					0	11	0
Queue Length 95th (ft)		7	26	3	5					1	19	17
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		1304	1170	1125	1397					1457	4407	1274
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.00	0.07	0.00	0.00					0.00	0.07	0.13







Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 48.2
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.25
 Intersection Signal Delay: 4.1
 Intersection Capacity Utilization 49.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy









						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	0	225	0	0	91	0
Future Volume (vph)	0	225	0	0	91	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3610	0	0	3467	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3610	0	0	3467	0
Link Speed (mph)		45	30		30	
Link Distance (ft)		600	253		249	
Travel Time (s)		9.1	5.8		5.7	
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles (%)	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	0	341	0	0	138	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	341	0	0	138	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	R NA	Left	Right	L NA	Right
Median Width(ft)		12	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.1% ICU Level of Service A
 Analysis Period (min) 15















Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	316	0	0	0	0	0
Future Volume (vph)	316	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	6471	0	0	0	0	1900
Flt Permitted						
Satd. Flow (perm)	6471	0	0	0	0	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	253			189	174	
Travel Time (s)	5.8			4.3	4.0	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	479	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	479	0	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary















Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 16.2% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  			  
Traffic Volume (vph)	0	0	308	0	0	436
Future Volume (vph)	0	0	308	0	0	436
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	11	11
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	5136	1710	0	4964
Flt Permitted						
Satd. Flow (perm)	0	1900	5136	1710	0	4964
Link Speed (mph)	30		35			35
Link Distance (ft)	226		393			581
Travel Time (s)	5.1		7.7			11.3
Confl. Peds. (#/hr)				2	2	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	0	0	371	0	0	525
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	371	0	0	525
Enter Blocked Intersection	No	Yes	Yes	Yes	No	Yes
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		25			25
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.14	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 11.8% ICU Level of Service A
 Analysis Period (min) 15

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			  			  			
Traffic Volume (veh/h)	0	0	308	0	0	436			
Future Volume (Veh/h)	0	0	308	0	0	436			
Sign Control	Yield		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83			
Hourly flow rate (vph)	0	0	371	0	0	525			
Pedestrians	2								
Lane Width (ft)	12.0								
Walking Speed (ft/s)	3.5								
Percent Blockage	0								
Right turn flare (veh)									
Median type			Raised			Raised			
Median storage veh			1			1			
Upstream signal (ft)			393			581			
pX, platoon unblocked									
vC, conflicting volume	548	126			373				
vC1, stage 1 conf vol	373								
vC2, stage 2 conf vol	175								
vCu, unblocked vol	548	126			373				
tC, single (s)	6.8	6.9			4.1				
tC, 2 stage (s)	5.8								
tF (s)	3.5	3.3			2.2				
p0 queue free %	100	100			100				
cM capacity (veh/h)	549	906			1194				
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	0	124	124	124	0	175	175	175	
Volume Left	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.07	0.07	0.07	0.00	0.10	0.10	0.10	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A								
Approach Delay (s)	0.0	0.0				0.0			
Approach LOS	A								
Intersection Summary									
Average Delay			0.0						
Intersection Capacity Utilization			11.8%		ICU Level of Service			A	
Analysis Period (min)			15						

Lanes, Volumes, Timings
 40: Hempstead Tpke & Meadowbrook Pkwy SB Off Ramp

FB NB Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑↑	↑		↑↑↑					↑
Traffic Volume (vph)	0	721	198	0	811	0	0	0	0	356
Future Volume (vph)	0	721	198	0	811	0	0	0	0	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		140	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	0			0			0		0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	4964	1561	0	5187	0	0	0	0	1644
Flt Permitted										
Satd. Flow (perm)	0	4964	1561	0	5187	0	0	0	0	1644
Link Speed (mph)		50			50		30		30	
Link Distance (ft)		294			391		419		491	
Travel Time (s)		4.0			5.3		9.5		11.2	
Confl. Peds. (#/hr)	6					6			4	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	949	261	0	1067	0	0	0	0	468
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	949	261	0	1067	0	0	0	0	468
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	R NA
Median Width(ft)		25			25		0		0	
Link Offset(ft)		0			0		0		11	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		50	15		9	15	9	15	50
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 52.3%
 Analysis Period (min) 15
 ICU Level of Service A

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (vph)	0	976	0	0	818	0	0	0	223	0	0	281
Future Volume (vph)	0	976	0	0	818	0	0	0	223	0	0	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		140
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt Protected									0.865			0.865
Satd. Flow (prot)	0	5187	0	0	5187	0	0	0	1863	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	5187	0	0	5187	0	0	0	1863	0	0	1644
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		204			435			301			361	
Travel Time (s)		2.8			5.9			6.8			8.2	
Confl. Peds. (#/hr)			1	1			2					2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1097	0	0	919	0	0	0	251	0	0	305
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1097	0	0	919	0	0	0	251	0	0	305
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Left	R NA	Left	Left	R NA
Median Width(ft)		6			6			0			0	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 40.1%
 Analysis Period (min) 15
 ICU Level of Service A







HCM Unsignalized Intersection Capacity Analysis

FB NB Saturday Evening peak hour

41: Meadowbrook Pkwy NB Off Ramp/Meadowbrook Pkwy NB Off Ramp & Hempstead Tpke

05/23/2024









Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (veh/h)	0	976	0	0	818	0	0	0	223	0	0	281
Future Volume (Veh/h)	0	976	0	0	818	0	0	0	223	0	0	281
Sign Control		Free			Free			Stop			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.92	0.92	0.92
Hourly flow rate (vph)	0	1097	0	0	919	0	0	0	251	0	0	305
Pedestrians		2						1				
Lane Width (ft)		12.0						16.0				
Walking Speed (ft/s)		3.5						3.5				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					654							
pX, platoon unblocked	0.92						0.92	0.92		0.92	0.92	0.92
vC, conflicting volume	919			1098			1711	2017	367	1536	2017	308
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	589			1098			1454	1788	367	1262	1788	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	60	100	100	69
cM capacity (veh/h)	912			642			59	75	635	71	75	997
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NE 1	SW 1				
Volume Total	366	366	366	306	306	306	251	305				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	0	0	0	0	251	305				
cSH	1700	1700	1700	1700	1700	1700	635	997				
Volume to Capacity	0.22	0.22	0.22	0.18	0.18	0.18	0.40	0.31				
Queue Length 95th (ft)	0	0	0	0	0	0	47	33				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	14.3	10.2				
Lane LOS							B	B				
Approach Delay (s)	0.0			0.0			14.3	10.2				
Approach LOS							B	B				
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			40.1%		ICU Level of Service				A			
Analysis Period (min)			15									

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	721	0	0	811	0	512
Future Volume (vph)	721	0	0	811	0	512
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	16
Storage Length (ft)		0	0		0	140
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	5014	0	0	5014	0	1863
Flt Permitted						
Satd. Flow (perm)	5014	0	0	5014	0	1863
Link Speed (mph)	50			50	30	
Link Distance (ft)	391			133	260	
Travel Time (s)	5.3			1.8	5.9	
Confl. Peds. (#/hr)					1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	784	0	0	882	0	557
Shared Lane Traffic (%)						
Lane Group Flow (vph)	784	0	0	882	0	557
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	11	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 52.3% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.









						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	976	257	0	1098	0	0
Future Volume (vph)	976	257	0	1098	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	0.86	1.00	1.00
Frt	0.969					
Flt Protected						
Satd. Flow (prot)	4859	0	0	6536	0	0
Flt Permitted						
Satd. Flow (perm)	4859	0	0	6536	0	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	225			204	220	
Travel Time (s)	3.1			2.8	5.0	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	1319	347	0	1484	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1666	0	0	1484	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	6			6	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 27.9% ICU Level of Service A
 Analysis Period (min) 15









HCM Unsignalized Intersection Capacity Analysis
 43: Meadowbrook Pkwy NB On Ramp & Hempstead Tpke









FB NB Saturday Evening peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Traffic Volume (veh/h)	976	257	0	1098	0	0	
Future Volume (Veh/h)	976	257	0	1098	0	0	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.74	0.74	0.74	0.74	0.92	0.92	
Hourly flow rate (vph)	1319	347	0	1484	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)				858			
pX, platoon unblocked							
vC, conflicting volume			1666		1864	613	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			1666		1864	613	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	100	
cM capacity (veh/h)			391		64	435	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	528	528	611	371	371	371	371
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	347	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.31	0.31	0.36	0.22	0.22	0.22	0.22
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							
Approach Delay (s)	0.0			0.0			
Approach LOS							
Intersection Summary							
Average Delay			0.0				
Intersection Capacity Utilization			27.9%		ICU Level of Service		A
Analysis Period (min)			15				

Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

FB NB Saturday Evening peak hour
 05/23/2024

								
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR
Lane Configurations	↑↑↑	←		←	↑↑↑	←		←
Traffic Volume (vph)	850	40	54	246	998	230	8	0
Future Volume (vph)	850	40	54	246	998	230	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	12
Storage Length (ft)		55		150		205		0
Storage Lanes		1		2		1		1
Taper Length (ft)				85				
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.88	1.00	1.00
Ped Bike Factor		0.96		1.00				
Frt		0.850				0.850		
Flt Protected				0.950				
Satd. Flow (prot)	5014	1561	0	3152	5014	2721	0	1900
Flt Permitted				0.950				
Satd. Flow (perm)	5014	1504	0	3137	5014	2721	0	1900
Right Turn on Red			No				No	Yes
Satd. Flow (RTOR)								
Link Speed (mph)	40				40			
Link Distance (ft)	625				576			
Travel Time (s)	10.7				9.8			
Confl. Peds. (#/hr)		9		9				9
Confl. Bikes (#/hr)								
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	934	44	59	270	1097	253	9	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	934	103	0	270	1097	262	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	R NA
Median Width(ft)	18				18			
Link Offset(ft)	0				0			
Crosswalk Width(ft)	16				16			
Two way Left Turn Lane								
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9
Number of Detectors	0	0		2	0	2		0
Detector Template								
Leading Detector (ft)	0	0		50	0	50		0
Trailing Detector (ft)	0	0		0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0		0
Detector 1 Size(ft)	0	0		20	0	20		0
Detector 1 Type				Cl+Ex		Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)				30		30		
Detector 2 Size(ft)				20		20		
Detector 2 Type				Cl+Ex		Cl+Ex		

								
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR
Detector 2 Channel								
Detector 2 Extend (s)				0.0		0.0		
Turn Type	NA	Perm		Prot	NA	Over		Perm
Protected Phases	2			4	6	4		
Permitted Phases		2						4
Detector Phase	2	2		4	6	4		4
Switch Phase								
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	22.5	17.6		17.6
Total Split (s)	94.0	94.0		46.0	94.0	46.0		46.0
Total Split (%)	67.1%	67.1%		32.9%	67.1%	32.9%		32.9%
Maximum Green (s)	87.0	87.0		38.4	87.0	38.4		38.4
Yellow Time (s)	4.0	4.0		3.5	4.0	3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0	4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0	7.6		7.6
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	0.2	0.2		3.0	0.2	3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max	None		None
Walk Time (s)	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0		31.0		31.0
Pedestrian Calls (#/hr)	3	3		0		0		0
Act Effct Green (s)	106.4	106.4		19.0	106.4	19.0		
Actuated g/C Ratio	0.76	0.76		0.14	0.76	0.14		
v/c Ratio	0.25	0.09		0.63	0.29	0.71		
Control Delay	5.4	5.1		63.6	4.9	68.2		
Queue Delay	0.0	0.0		0.0	0.0	0.0		
Total Delay	5.4	5.1		63.6	4.9	68.2		
LOS	A	A		E	A	E		
Approach Delay	5.4				16.5			
Approach LOS	A				B			
Queue Length 50th (ft)	80	21		117	101	131		
Queue Length 95th (ft)	116	45		173	74	176		
Internal Link Dist (ft)	545				496			
Turn Bay Length (ft)		55		150		205		
Base Capacity (vph)	3809	1142		864	3809	746		
Starvation Cap Reductn	0	0		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.25	0.09		0.31	0.29	0.35		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 81 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 17.2
 Intersection Capacity Utilization 51.3%
 Analysis Period (min) 15



























Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke

→ Ø2 (R) 94 s	↙ Ø4 46 s
← Ø6 (R) 94 s	

Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB NB Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  							
Traffic Volume (vph)	198	829	20	10	870	64	57	31	3	92	52	289
Future Volume (vph)	198	829	20	10	870	64	57	31	3	92	52	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	1.00		0.99	1.00		1.00	0.98	0.98
Frt		0.996			0.990			0.988			0.895	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3120	4983	0	1745	4913	0	1745	1749	0	1745	1536	1483
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3116	4983	0	1735	4913	0	1731	1749	0	1741	1536	1450
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	3		10	10		3	9		2	2		9
Confl. Bikes (#/hr)									4			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	225	942	23	11	989	73	65	35	3	105	59	328
Shared Lane Traffic (%)												42%
Lane Group Flow (vph)	225	965	0	11	1062	0	65	38	0	105	197	190
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	26.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	34.0	60.0		20.0	46.0		26.0	26.0		34.0	34.0	34.0
Total Split (%)	24.3%	42.9%		14.3%	32.9%		18.6%	18.6%		24.3%	24.3%	24.3%
Maximum Green (s)	28.0	54.0		14.0	40.0		20.0	20.0		28.0	28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		3			1		3	3		1	1	
Act Effct Green (s)	14.5	83.6		8.7	71.2		10.9	10.9		21.8	21.8	36.3
Actuated g/C Ratio	0.10	0.60		0.06	0.51		0.08	0.08		0.16	0.16	0.26
v/c Ratio	0.70	0.32		0.10	0.43		0.48	0.28		0.39	0.82	0.50
Control Delay	67.0	15.8		84.5	34.3		72.0	63.7		56.0	83.2	42.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	67.0	15.8		84.5	34.3		72.0	63.7		56.0	83.2	42.7
LOS	E	B		F	C		E	E		E	F	D
Approach Delay		25.5			34.8			68.9			61.8	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	95	123		10	236		58	34		87	184	145
Queue Length 95th (ft)	125	306		32	409		98	65		136	261	193
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	624	2977		174	2497		249	249		349	307	522
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.36	0.32		0.06	0.43		0.26	0.15		0.30	0.64	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 45 (32%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 36.8
 Intersection Capacity Utilization 71.3%
 Analysis Period (min) 15

































Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB NB Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (vph)	189	765	117	162	780	145	126	208	104	151	228	81
Future Volume (vph)	189	765	117	162	780	145	126	208	104	151	228	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		1.00			1.00					0.99
Frt		0.980			0.977				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4897	0	3120	4858	0	3268	3455	1561	3268	3490	1454
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3236	4897	0	3116	4858	0	3263	3455	1561	3268	3490	1433
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)			3	3			2					2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	1%	1%	1%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	210	850	130	180	867	161	140	231	116	168	253	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	210	980	0	180	1028	0	140	231	116	168	253	90
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB NB Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	26.0	50.0		26.0	50.0		26.0	38.0	26.0	26.0	38.0	26.0
Total Split (%)	18.6%	35.7%		18.6%	35.7%		18.6%	27.1%	18.6%	18.6%	27.1%	18.6%
Maximum Green (s)	19.0	42.0		19.0	42.0		19.0	30.0	19.0	19.0	30.0	19.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		1			0			1			0	
Act Effct Green (s)	13.4	69.8		12.4	68.8		13.2	16.2	29.6	11.6	14.6	29.0
Actuated g/C Ratio	0.10	0.50		0.09	0.49		0.09	0.12	0.21	0.08	0.10	0.21
v/c Ratio	0.68	0.40		0.65	0.43		0.45	0.58	0.35	0.62	0.70	0.30
Control Delay	72.1	24.6		72.6	25.7		63.1	63.3	31.2	72.1	70.8	30.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.1	24.6		72.6	25.7		63.1	63.3	31.2	72.1	70.8	30.5
LOS	E	C		E	C		E	E	C	E	E	C
Approach Delay		33.0			32.7			55.6			64.1	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	96	192		82	208		64	108	71	77	118	53
Queue Length 95th (ft)	137	314		121	337		88	135	84	114	162	67
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	439	2440		423	2386		478	740	403	443	747	356
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.40		0.43	0.43		0.29	0.31	0.29	0.38	0.34	0.25

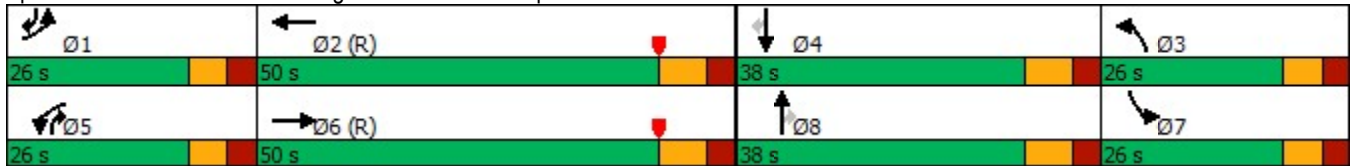
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70

Intersection Signal Delay: 40.8
 Intersection Capacity Utilization 72.5%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



							Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations							
Traffic Volume (vph)	259	19	292	311	0	190	
Future Volume (vph)	259	19	292	311	0	190	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor	1.00		1.00				
Frt	0.990					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3419	0	3268	3336	0	2842	
Flt Permitted			0.950				
Satd. Flow (perm)	3419	0	3263	3336	0	2842	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						280	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)		3	3		2		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%	
Adj. Flow (vph)	278	20	314	334	0	204	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	298	0	314	334	0	204	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	1						0
Act Effct Green (s)	20.0		39.2	13.2		39.2	
Actuated g/C Ratio	0.28		0.55	0.19		0.55	
v/c Ratio	0.31		0.17	0.54		0.12	
Control Delay	21.6		8.2	29.8		0.5	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	21.6		8.2	29.8		0.5	
LOS	C		A	C		A	
Approach Delay	21.6			19.3	0.5		
Approach LOS	C			B	A		
Queue Length 50th (ft)	52		32	70		0	
Queue Length 95th (ft)	90		50	108		5	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	960		2257	1640		2050	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.31		0.14	0.20		0.10	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 71.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 16.6
 Intersection Capacity Utilization 36.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A













Splits and Phases: 47: Merrick Ave & Bellmore Ave



Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

FB NB Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	133	24	72	121	19	15	278	82	39	277	105
Future Volume (vph)	62	133	24	72	121	19	15	278	82	39	277	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00			1.00			0.99	
Frt		0.977			0.979			0.966			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3353	0	1668	3354	0	1745	3451	0	1745	3314	0
Flt Permitted	0.651			0.640			0.484			0.504		
Satd. Flow (perm)	1091	3353	0	1124	3354	0	889	3451	0	926	3314	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			22			56			80	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	0%	1%	1%	6%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	70	151	27	82	138	22	17	316	93	44	315	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	178	0	82	160	0	17	409	0	44	434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0		20.0
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0		36.0
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%		45.6%
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0		6.0
Lead/Lag				Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2		0.2
Recall Mode	Max	Max		None			Max	Max		Max		Max
Walk Time (s)	8.0	8.0					1.0	1.0		1.0		1.0
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0		0.0
Pedestrian Calls (#/hr)	0	0					0	0		0		0
Act Effct Green (s)	26.0	26.0		33.6	37.6		30.0	30.0		30.0		30.0
Actuated g/C Ratio	0.34	0.34		0.43	0.48		0.39	0.39		0.39		0.39
v/c Ratio	0.19	0.16		0.16	0.10		0.05	0.30		0.12		0.33
Control Delay	20.6	16.1		11.7	9.4		16.1	15.0		17.1		14.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	20.6	16.1		11.7	9.4		16.1	15.0		17.1		14.4
LOS	C	B		B	A		B	B		B		B
Approach Delay		17.4			10.2			15.1				14.7
Approach LOS		B			B			B				B
Queue Length 50th (ft)	24	26		20	17		5	59		13		60
Queue Length 95th (ft)	55	49		42	32		18	94		35		95
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	365	1140		608	1618		343	1368		358		1330
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.19	0.16		0.13	0.10		0.05	0.30		0.12		0.33

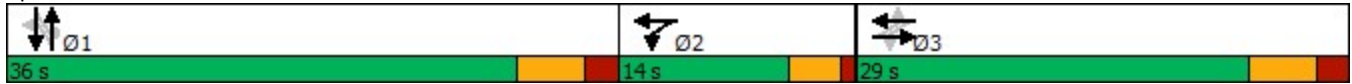
Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 77.6
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.33

Intersection Signal Delay: 14.5
Intersection Capacity Utilization 58.1%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd















Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

FB NB Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	13	87	92	8	57	102	106	24	21	198	345	120
Future Volume (vph)	13	87	92	8	57	102	106	24	21	198	345	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor										1.00	1.00	
Frt		0.920					0.972				0.961	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1440	3290	0	0	0	1624	3287	0	0	1681	3343	0
Flt Permitted	0.659					0.620				0.505		
Satd. Flow (perm)	999	3290	0	0	0	1060	3287	0	0	893	3343	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)										1		
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	0%	0%	0%	0%	3%	4%	2%	0%	0%	0%
Adj. Flow (vph)	15	98	103	9	64	115	119	27	24	222	388	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	210	0	0	0	179	146	0	0	246	523	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	3 4		1	1	1 2	
Permitted Phases	4				3 4	3 4			1 2	1 2		

Lane Group	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	23	202	135	13
Future Volume (vph)	23	202	135	13
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99		
Frt		0.936		
Flt Protected	0.950			
Satd. Flow (prot)	1685	3229	0	0
Flt Permitted	0.458			
Satd. Flow (perm)	812	3229	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)			1	1
Confl. Bikes (#/hr)				
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%
Adj. Flow (vph)	26	227	152	15
Shared Lane Traffic (%)				
Lane Group Flow (vph)	26	394	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Detector Phase	4	4			3	3	3 4		1	1	1 2	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	10.5	10.5				23.0	28.0			28.9	33.9	
Actuated g/C Ratio	0.15	0.15				0.32	0.39			0.40	0.47	
v/c Ratio	0.10	0.44				0.43	0.11			0.50	0.33	
Control Delay	30.3	32.2				18.8	14.3			16.7	13.1	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	30.3	32.2				18.8	14.3			16.7	13.1	
LOS	C	C				B	B			B	B	
Approach Delay		32.0					16.8				14.3	
Approach LOS		C					B				B	
Queue Length 50th (ft)	6	46				55	21			63	71	
Queue Length 95th (ft)	23	81				96	38			126	120	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	417	1375				569	2176			516	1531	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.04	0.15				0.31	0.07			0.48	0.34	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 72
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 20.9
 Intersection Capacity Utilization 83.8%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave















Lane Group	SBL	SBT	SBR	SBR2
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	0	0		
Act Effct Green (s)	15.1	15.1		
Actuated g/C Ratio	0.21	0.21		
v/c Ratio	0.15	0.58		
Control Delay	28.0	30.6		
Queue Delay	0.0	0.0		
Total Delay	28.0	30.6		
LOS	C	C		
Approach Delay		30.5		
Approach LOS		C		
Queue Length 50th (ft)	10	84		
Queue Length 95th (ft)	33	138		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	169	675		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.15	0.58		
Intersection Summary				

Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

FB NB Saturday Evening peak hour
05/23/2024









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	372	75	98	345	135	86	334	48	117	300	76
Future Volume (vph)	133	372	75	98	345	135	86	334	48	117	300	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99	0.98		1.00	0.99		0.99	1.00	
Frt		0.975			0.958			0.981			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	3321	0	1668	3262	0	1685	1817	0	1668	1821	0
Flt Permitted	0.356			0.447			0.324			0.231		
Satd. Flow (perm)	621	3321	0	776	3262	0	573	1817	0	400	1821	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			62			8			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	18		11	11		18	6		28	28		6
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	0%	2%	2%	1%	1%	0%
Adj. Flow (vph)	141	396	80	104	367	144	91	355	51	124	319	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	476	0	104	511	0	91	406	0	124	400	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	14.0		7.0	14.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		2			9			4			6	
Act Effct Green (s)	40.8	31.2		38.4	28.6		33.4	24.2		36.7	27.3	
Actuated g/C Ratio	0.45	0.35		0.43	0.32		0.37	0.27		0.41	0.30	
v/c Ratio	0.37	0.41		0.25	0.47		0.30	0.82		0.44	0.71	
Control Delay	18.0	25.2		16.7	25.2		16.7	44.5		19.4	34.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.0	25.2		16.7	25.2		16.7	44.5		19.4	34.7	
LOS	B	C		B	C		B	D		B	C	
Approach Delay		23.5			23.7			39.4			31.1	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	45	106		32	108		29	209		41	196	
Queue Length 95th (ft)	90	173		69	176		52	308		68	290	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	419	1186		464	1107		371	534		324	569	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.34	0.40		0.22	0.46		0.25	0.76		0.38	0.70	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 28.8
 Intersection Capacity Utilization 68.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C













Splits and Phases: 50: Uniondale Ave & Jerusalem Ave

 Ø1 15 s	 Ø2 (R) 29 s	 Ø3 15 s	 Ø4 31 s
 Ø5 15 s	 Ø6 (R) 29 s	 Ø7 15 s	 Ø8 31 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	542	59	25	595	277	66	249	24	205	188	24
Future Volume (vph)	9	542	59	25	595	277	66	249	24	205	188	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.96						
Frt		0.986				0.850		0.987			0.983	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3367	0	1745	3455	1478	1652	1813	0	1652	1805	0
Flt Permitted		0.943		0.275			0.616			0.307		
Satd. Flow (perm)	0	3178	0	504	3455	1418	1071	1813	0	534	1805	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		12						5			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	13		6	6		13						
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	1%	2%	2%	0%	0%	2%	0%	0%
Adj. Flow (vph)	10	583	63	27	640	298	71	268	26	220	202	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	656	0	27	640	298	71	294	0	220	228	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

FB NB Saturday Evening peak hour
05/23/2024


















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	0	0			0	0						
Act Effct Green (s)		31.6		36.9	35.9	35.9	17.4	17.4		34.3	33.3	
Actuated g/C Ratio		0.39		0.45	0.44	0.44	0.21	0.21		0.42	0.41	
v/c Ratio		0.53		0.08	0.42	0.48	0.31	0.75		0.61	0.31	
Control Delay		22.8		13.9	17.0	19.8	32.1	43.0		25.0	17.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		22.8		13.9	17.0	19.8	32.1	43.0		25.0	17.6	
LOS		C		B	B	B	C	D		C	B	
Approach Delay		22.8			17.8			40.9			21.2	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		116		7	112	103	28	127		64	64	
Queue Length 95th (ft)		232		23	173	191	74	248		142	143	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1239		368	1945	798	308	525		365	884	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.53		0.07	0.33	0.37	0.23	0.56		0.60	0.26	

Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 81.4
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 23.2
 Intersection Capacity Utilization 82.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		  	  		  	
Traffic Volume (vph)	197	446	501	65	49	390
Future Volume (vph)	197	446	501	65	49	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.97	0.91
Frt			0.983		0.880	0.850
Flt Protected	0.950				0.990	
Satd. Flow (prot)	1652	4841	4875	0	3043	1407
Flt Permitted	0.409				0.990	
Satd. Flow (perm)	711	4841	4875	0	3043	1407
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			22		210	81
Link Speed (mph)		40	40		25	
Link Distance (ft)		324	370		322	
Travel Time (s)		5.5	6.3		8.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	1%	2%	6%	1%
Adj. Flow (vph)	212	480	539	70	53	419
Shared Lane Traffic (%)						50%
Lane Group Flow (vph)	212	480	609	0	263	209
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	10		32	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		42	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	0	0		1	1
Detector Template						
Leading Detector (ft)	46	0	0		30	30
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	0	0		30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	26					
Detector 2 Size(ft)	20					
Detector 2 Type	Cl+Ex					
Detector 2 Channel						
Detector 2 Extend (s)	0.0					
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	2	12	1		3	2
Permitted Phases	12					3
Detector Phase	2	12	1		3	2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	3.0		10.0		10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	9.0
Total Split (s)	27.0		35.0		43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag	Lag		Lead			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		0.2		3.0	2.0
Recall Mode	None		C-Min		None	None
Act Effct Green (s)	76.6	82.6	61.3		10.4	31.7
Actuated g/C Ratio	0.73	0.79	0.58		0.10	0.30
v/c Ratio	0.32	0.13	0.21		0.54	0.43
Control Delay	5.3	2.8	11.1		15.4	19.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	5.3	2.8	11.1		15.4	19.2
LOS	A	A	B		B	B
Approach Delay		3.5	11.1		17.1	
Approach LOS		A	B		B	
Queue Length 50th (ft)	27	21	64		17	72
Queue Length 95th (ft)	49	32	104		55	127
Internal Link Dist (ft)		244	290		242	
Turn Bay Length (ft)						
Base Capacity (vph)	752	4090	2855		1208	470
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.28	0.12	0.21		0.22	0.44

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 9.7
 Intersection Capacity Utilization 45.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

FB NB Saturday Evening peak hour
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	27	1332	270	41	216	1483	105	339	32	509	141
Future Volume (vph)	2	27	1332	270	41	216	1483	105	339	32	509	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00		0.98		1.00	1.00			0.99	0.99	1.00
Frt				0.850			0.990			0.884	0.850	
Flt Protected		0.950				0.950			0.950	0.994		0.950
Satd. Flow (prot)	0	1685	4964	1620	0	3385	6184	0	3113	1415	1534	1772
Flt Permitted		0.950				0.950			0.950	0.994		0.950
Satd. Flow (perm)	0	1684	4964	1595	0	3383	6184	0	3113	1415	1512	1771
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				300			10			106	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		1		3		3		1			1	1
Confl. Bikes (#/hr)				1							4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	3%	0%	0%	1%	1%	2%	0%	0%	0%
Adj. Flow (vph)	2	30	1480	300	46	240	1648	117	377	36	566	157
Shared Lane Traffic (%)									10%		44%	41%
Lane Group Flow (vph)	0	32	1480	300	0	286	1765	0	339	323	317	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		

Lane Group	SBT	SBR
Lane Configurations	↕	↗
Traffic Volume (vph)	28	62
Future Volume (vph)	28	62
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.967	
Satd. Flow (prot)	1687	1615
Flt Permitted	0.967	
Satd. Flow (perm)	1686	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	31	69
Shared Lane Traffic (%)		
Lane Group Flow (vph)	95	69
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	1			0		1	1		
Act Effct Green (s)		8.5	63.7	103.1		18.9	74.0		39.4	39.4	64.2	14.0
Actuated g/C Ratio		0.05	0.40	0.64		0.12	0.46		0.25	0.25	0.40	0.09
v/c Ratio		0.36	0.75	0.26		0.72	0.62		0.44	0.75	0.49	0.60
Control Delay		105.1	39.4	3.1		78.2	35.1		51.8	47.6	29.5	86.1
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		105.1	39.4	3.1		78.2	35.1		51.8	47.6	29.5	86.1
LOS		F	D	A		E	D		D	D	C	F
Approach Delay			34.6				41.1			43.2		
Approach LOS			C				D			D		
Queue Length 50th (ft)		31	560	105		151	428		158	240	195	100
Queue Length 95th (ft)		m66	#662	22		196	498		208	377	269	166
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	1977	1195		507	2867		894	482	681	177
Starvation Cap Reductn		0	0	0		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	5		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.13	0.75	0.25		0.56	0.62		0.38	0.67	0.47	0.53

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated


Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	14.0	22.6
Actuated g/C Ratio	0.09	0.14
v/c Ratio	0.64	0.30
Control Delay	90.1	35.0
Queue Delay	0.0	0.0
Total Delay	90.1	35.0
LOS	F	C
Approach Delay	73.8	
Approach LOS	E	
Queue Length 50th (ft)	102	37
Queue Length 95th (ft)	170	62
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	168	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.57	0.17
Intersection Summary		

Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 40.8
 Intersection Capacity Utilization 91.8%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F

- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	815	337	15	634	33	167	39	22	42	40	44
Future Volume (vph)	83	815	337	15	634	33	167	39	22	42	40	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.99		1.00			0.99		1.00		
Frt			0.850		0.993			0.946			0.922	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3693	1615	1685	3513	0	3236	1635	0	1805	1693	0
Flt Permitted	0.311			0.283			0.950			0.950		
Satd. Flow (perm)	570	3693	1593	502	3513	0	3236	1635	0	1796	1693	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			318		4			19				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)	3		1	1		3			3	3		
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	1%	3%	0%	0%	0%	0%
Adj. Flow (vph)	93	916	379	17	712	37	188	44	25	47	45	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	916	379	17	749	0	188	69	0	47	94	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20			20	
Link Offset(ft)		0			0			0			-12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	97.0	91.6	91.6	91.4	84.4		13.5	13.5		13.1	13.1	
Actuated g/C Ratio	0.69	0.65	0.65	0.65	0.60		0.10	0.10		0.09	0.09	
v/c Ratio	0.21	0.38	0.33	0.05	0.35		0.60	0.40		0.28	0.59	
Control Delay	9.1	13.1	3.5	8.7	15.6		68.6	49.5		61.6	75.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.1	13.1	3.5	8.7	15.6		68.6	49.5		61.6	75.4	
LOS	A	B	A	A	B		E	D		E	E	
Approach Delay		10.2			15.5			63.5			70.8	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	25	172	17	4	171		86	43		41	84	
Queue Length 95th (ft)	53	303	74	15	256		122	90		79	138	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	505	2415	1151	458	2118		785	411		373	350	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.38	0.33	0.04	0.35		0.24	0.17		0.13	0.27	







Intersection Summary















Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 13 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated







Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 20.5
 Intersection Capacity Utilization 51.4%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

 Ø1 17 s	 Ø2 (R) 48 s	 Ø4 35 s	 Ø8 40 s
 Ø5 17 s	 Ø6 (R) 48 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	174	218	101	692	655	118
Future Volume (vph)	174	218	101	692	655	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.977	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3385	1615	1805	3574	3463	0
Flt Permitted	0.950		0.240			
Satd. Flow (perm)	3385	1615	456	3574	3463	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		26			26	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	2%	1%
Adj. Flow (vph)	193	242	112	769	728	131
Shared Lane Traffic (%)						
Lane Group Flow (vph)	193	242	112	769	859	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	10.4	26.1	30.3	32.4	16.7	
Actuated g/C Ratio	0.19	0.47	0.55	0.59	0.30	
v/c Ratio	0.30	0.31	0.21	0.37	0.81	
Control Delay	21.7	9.4	5.7	6.7	25.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	21.7	9.4	5.7	6.7	25.2	
LOS	C	A	A	A	C	
Approach Delay	14.9			6.6	25.2	
Approach LOS	B			A	C	
Queue Length 50th (ft)	28	41	12	57	127	
Queue Length 95th (ft)	58	84	33	108	#253	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1579	889	651	2243	1308	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.12	0.27	0.17	0.34	0.66	















Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 55.1
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 15.6
 Intersection Capacity Utilization 45.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	17	16	14	860	774	8
Future Volume (vph)	17	16	14	860	774	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.998	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1517	1615	1805	5136	3527	0
Flt Permitted	0.950		0.265			
Satd. Flow (perm)	1517	1615	503	5136	3527	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		18			1	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			3			3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	19%	0%	0%	1%	2%	13%
Adj. Flow (vph)	19	18	16	977	880	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	18	16	977	889	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	
Permitted Phases		3	1 2			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	7.1	7.1	31.7	41.3	24.0	
Actuated g/C Ratio	0.14	0.14	0.64	0.84	0.49	
v/c Ratio	0.09	0.07	0.03	0.23	0.52	
Control Delay	19.1	10.4	4.3	2.7	13.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.1	10.4	4.3	2.7	13.6	
LOS	B	B	A	A	B	
Approach Delay	14.9			2.8	13.6	
Approach LOS	B			A	B	
Queue Length 50th (ft)	5	0	1	0	60	
Queue Length 95th (ft)	19	13	6	59	#214	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	832	894	783	4573	1723	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.02	0.02	0.21	0.52	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 49.2
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 8.0
 Intersection Capacity Utilization 36.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

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

Splits and Phases: 56: Merrick Ave & Privado Rd



Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB NB Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	291	70	100	318	13	98	53	88	18	76	11
Future Volume (vph)	8	291	70	100	318	13	98	53	88	18	76	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00								
Frt			0.850			0.850		0.906			0.986	
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1624	5136	1507	1652	5187	1507	1624	1549	0	0	1857	0
Flt Permitted	0.950			0.950			0.751				0.911	
Satd. Flow (perm)	1624	5136	1472	1649	5187	1507	1284	1549	0	0	1707	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						120		96			8	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	316	76	109	346	14	107	58	96	20	83	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	316	76	109	346	14	107	154	0	0	115	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB NB Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	26.0	26.0	20.0	35.0	35.0	34.0	34.0		34.0	34.0	
Total Split (%)	13.8%	32.5%	32.5%	25.0%	43.8%	43.8%	42.5%	42.5%		42.5%	42.5%	
Maximum Green (s)	6.0	18.6	18.6	15.0	27.6	27.6	27.2	27.2		27.2	27.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.1	39.9	39.9	9.6	50.3	50.3	13.3	13.3				13.3
Actuated g/C Ratio	0.06	0.50	0.50	0.12	0.63	0.63	0.17	0.17				0.17
v/c Ratio	0.09	0.12	0.10	0.55	0.11	0.01	0.50	0.46				0.40
Control Delay	36.8	13.1	15.0	42.8	7.4	0.0	37.7	16.6				30.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	36.8	13.1	15.0	42.8	7.4	0.0	37.7	16.6				30.7
LOS	D	B	B	D	A	A	D	B				C
Approach Delay		14.0			15.4			25.3				30.7
Approach LOS		B			B			C				C
Queue Length 50th (ft)	4	30	20	52	19	0	50	26				49
Queue Length 95th (ft)	18	58	55	96	53	0	90	72				88
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	121	2562	734	309	3259	991	436	590				585
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.07	0.12	0.10	0.35	0.11	0.01	0.25	0.26				0.20

Intersection Summary

Area Type: Other

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 35 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 18.4
 Intersection Capacity Utilization 53.5%
 Analysis Period (min) 15




















Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke















Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

FB NB Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	31	4	17	35	75	5	319	10	109	413	17
Future Volume (vph)	8	31	4	17	35	75	5	319	10	109	413	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.99		1.00				
Frt		0.989				0.850		0.995			0.994	
Flt Protected		0.991			0.984		0.950			0.950		
Satd. Flow (prot)	0	1815	0	0	1807	1583	1624	3437	0	1593	3255	0
Flt Permitted		0.919			0.875		0.484			0.538		
Satd. Flow (perm)	0	1683	0	0	1607	1563	828	3437	0	902	3255	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				104		5			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)			1			1			1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	13%	0%	0%	0%	0%	2%	0%	1%	0%	2%	3%	0%
Adj. Flow (vph)	9	34	4	18	38	82	5	347	11	118	449	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	0	0	56	82	5	358	0	118	467	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

FB NB Saturday Evening peak hour
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	0	0		0	0	0						
Act Effct Green (s)		8.1			8.1	8.1	24.9	24.9		29.1	32.0	
Actuated g/C Ratio		0.17			0.17	0.17	0.53	0.53		0.62	0.68	
v/c Ratio		0.16			0.20	0.23	0.01	0.20		0.19	0.21	
Control Delay		17.9			19.6	5.5	9.0	9.1		4.5	4.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		17.9			19.6	5.5	9.0	9.1		4.5	4.3	
LOS		B			B	A	A	A		A	A	
Approach Delay		17.9			11.2			9.1				4.3
Approach LOS		B			B			A				A
Queue Length 50th (ft)		10			14	0	1	31		10	25	
Queue Length 95th (ft)		33			39	22	6	57		24	43	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		833			794	825	439	1827		768	2227	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.06			0.07	0.10	0.01	0.20		0.15	0.21	

Intersection Summary










Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 46.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.23

Intersection Signal Delay: 7.2
Intersection Capacity Utilization 56.3%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service B

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	75	52	24	72	79
Future Volume (vph)	7	75	52	24	72	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.877		0.957			
Flt Protected	0.996					0.977
Satd. Flow (prot)	1645	0	2000	0	0	1889
Flt Permitted	0.996					0.977
Satd. Flow (perm)	1645	0	2000	0	0	1889
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%
Adj. Flow (vph)	9	96	67	31	92	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	0	98	0	0	193
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free



















Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 26.5% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 59: Main St & Meadow St

FB NB Saturday Evening peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	75	52	24	72	79
Future Volume (Veh/h)	7	75	52	24	72	79
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	9	96	67	31	92	101
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						214
pX, platoon unblocked	0.99					
vC, conflicting volume	368	82			98	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	360	82			98	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	90			94	
cM capacity (veh/h)	599	980			1501	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	105	98	193			
Volume Left	9	0	92			
Volume Right	96	31	0			
cSH	929	1700	1501			
Volume to Capacity	0.11	0.06	0.06			
Queue Length 95th (ft)	10	0	5			
Control Delay (s)	9.4	0.0	3.9			
Lane LOS	A		A			
Approach Delay (s)	9.4	0.0	3.9			
Approach LOS	A					
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			26.5%		ICU Level of Service	A
Analysis Period (min)			15			

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	53	25	7	54	5	13	121	17	19	143	17
Future Volume (vph)	8	53	25	7	54	5	13	121	17	19	143	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00	0.98		1.00	0.98
Frt		0.961			0.990				0.850			0.850
Flt Protected		0.995			0.994			0.995			0.994	
Satd. Flow (prot)	0	1802	0	0	1868	0	0	1718	1524	0	1747	1507
Flt Permitted		0.963			0.955			0.970			0.964	
Satd. Flow (perm)	0	1744	0	0	1793	0	0	1674	1488	0	1694	1473
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		27							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	2		5	5		2	2		2	2		2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	6%	0%	1%	0%
Adj. Flow (vph)	9	57	27	8	58	5	14	130	18	20	154	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	0	0	71	0	0	144	18	0	174	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1
Detector Phase	2	2		2	2		1	1	1	1	1	1

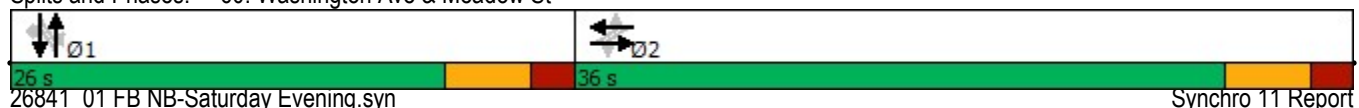
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)		11.8			11.8			24.6	24.6		24.6	24.6
Actuated g/C Ratio		0.27			0.27			0.56	0.56		0.56	0.56
v/c Ratio		0.19			0.15			0.15	0.02		0.18	0.02
Control Delay		10.1			12.6			8.8	0.9		8.9	0.9
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		10.1			12.6			8.8	0.9		8.9	0.9
LOS		B			B			A	A		A	A
Approach Delay		10.1			12.6			7.9			8.1	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		12			13			18	0		22	0
Queue Length 95th (ft)		35			33			60	3		71	3
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1212			1237			942	860		953	852
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.08			0.06			0.15	0.02		0.18	0.02

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 43.8
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.19
 Intersection Signal Delay: 9.0
 Intersection Capacity Utilization 57.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 60: Washington Ave & Meadow St



Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB NB Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	28	45	3	19	10	26	370	10	8	494	36
Future Volume (vph)	25	28	45	3	19	10	26	370	10	8	494	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.937			0.958			0.996			0.990	
Flt Protected		0.987			0.996			0.997			0.999	
Satd. Flow (prot)	0	1745	0	0	1813	0	0	3521	0	0	3500	0
Flt Permitted		0.902			0.955			0.901			0.948	
Satd. Flow (perm)	0	1595	0	0	1738	0	0	3181	0	0	3322	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		51			11			5			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)			3	3			3					3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	28	31	51	3	21	11	29	416	11	9	555	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	35	0	0	456	0	0	604	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

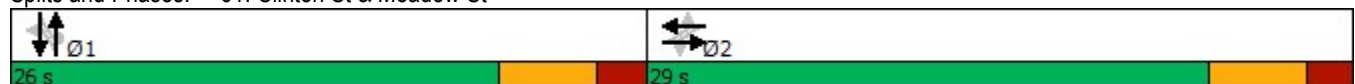
FB NB Saturday Evening peak hour
05/23/2024










Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		10.1			10.1			28.6			28.6	
Actuated g/C Ratio		0.24			0.24			0.68			0.68	
v/c Ratio		0.26			0.08			0.21			0.27	
Control Delay		9.3			9.8			6.7			6.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.3			9.8			6.7			6.8	
LOS		A			A			A			A	
Approach Delay		9.3			9.8			6.7			6.8	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		11			4			26			36	
Queue Length 95th (ft)		35			18			79			104	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		900			961			2155			2253	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.04			0.21			0.27	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 42.3
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.27
 Intersection Signal Delay: 7.0
 Intersection Capacity Utilization 52.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 61: Clinton St & Meadow St













						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3	19	7	4	27	11
Future Volume (vph)	3	19	7	4	27	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.883				0.961	
Flt Protected				0.969	0.966	
Satd. Flow (prot)	1595	0	0	1841	1881	0
Flt Permitted				0.969	0.966	
Satd. Flow (perm)	1595	0	0	1841	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)		4	4		1	
Confl. Bikes (#/hr)		5				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	6%	0%	0%	0%	0%
Adj. Flow (vph)	3	19	7	4	27	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	0	11	38	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 16.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
62: Lindbergh St & Meadow St










FB NB Saturday Evening peak hour
05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3	19	7	4	27	11
Future Volume (Veh/h)	3	19	7	4	27	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	3	19	7	4	27	11
Pedestrians	1				4	
Lane Width (ft)	12.0				14.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			26		36	16
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			26		36	16
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	99
cM capacity (veh/h)			1594		973	1064
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	22	11	38			
Volume Left	0	7	27			
Volume Right	19	0	11			
cSH	1700	1594	997			
Volume to Capacity	0.01	0.00	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	4.6	8.8			
Lane LOS		A	A			
Approach Delay (s)	0.0	4.6	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay			5.4			
Intersection Capacity Utilization			16.4%	ICU Level of Service	A	
Analysis Period (min)			15			

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	191	227	40	26	1
Future Volume (vph)	1	191	227	40	26	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.980		0.995	
Flt Protected					0.954	
Satd. Flow (prot)	0	1863	1862	0	1736	0
Flt Permitted					0.954	
Satd. Flow (perm)	0	1863	1862	0	1736	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	5			5	2	
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	1	205	244	43	28	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	206	287	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 24.5% ICU Level of Service A
 Analysis Period (min) 15













						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	191	227	40	26	1
Future Volume (Veh/h)	1	191	227	40	26	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1	205	244	43	28	1
Pedestrians			2		5	
Lane Width (ft)			12.0		12.0	
Walking Speed (ft/s)			3.5		3.5	
Percent Blockage			0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	292				480	270
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	292				480	270
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	100
cM capacity (veh/h)	1275				537	769
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	206	287	29			
Volume Left	1	0	28			
Volume Right	0	43	1			
cSH	1275	1700	543			
Volume to Capacity	0.00	0.17	0.05			
Queue Length 95th (ft)	0	0	4			
Control Delay (s)	0.0	0.0	12.0			
Lane LOS	A		B			
Approach Delay (s)	0.0	0.0	12.0			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			24.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St

FB NB Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	111	69	33	30	131	6	10	44	149	14	6	148
Future Volume (vph)	111	69	33	30	131	6	10	44	149	14	6	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	10	11
Storage Length (ft)	55		0	0		0		85		95	135	
Storage Lanes	1		0	0		1		1		1	1	
Taper Length (ft)	25			0				110			85	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor	1.00	0.99			1.00	0.99		1.00		0.99	1.00	
Frt		0.951				0.850				0.850		
Flt Protected	0.950				0.991			0.950			0.950	
Satd. Flow (prot)	1745	1588	0	0	1820	1133	0	1658	3231	924	1123	3323
Flt Permitted	0.644				0.930			0.648			0.525	
Satd. Flow (perm)	1181	1588	0	0	1705	1117	0	1129	3231	911	620	3323
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		35				95				95		
Link Speed (mph)		40			40				30			30
Link Distance (ft)		1221			945				506			557
Travel Time (s)		20.8			16.1				11.5			12.7
Confl. Peds. (#/hr)	2		10	10		2		1		2	2	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	8%	0%	0%	0%	33%	0%	2%	8%	69%	50%	5%
Adj. Flow (vph)	123	77	37	33	146	7	11	49	166	16	7	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	114	0	0	179	7	0	60	166	16	7	164
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		11			0				10			10
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.09	1.04
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2	1	1	1	1	1	1	2
Detector Template				Left			Left					
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	160
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	94
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	154
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	115
Future Volume (vph)	115
Ideal Flow (vphpl)	1900
Lane Width (ft)	8
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1400
Flt Permitted	
Satd. Flow (perm)	1370
Right Turn on Red	Yes
Satd. Flow (RTOR)	128
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.90
Heavy Vehicles (%)	0%
Adj. Flow (vph)	128
Shared Lane Traffic (%)	
Lane Group Flow (vph)	128
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.20
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	
Leading Detector (ft)	160
Trailing Detector (ft)	154
Detector 1 Position(ft)	154
Detector 1 Size(ft)	6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4			4				2		1	6
Permitted Phases	4			4		4	2	2		2	6	
Detector Phase	4	4		4	4	4	2	2	2	2	1	6
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	17.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	22.5
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	30.5
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	40.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	25.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5			5.5	5.5	4.0	5.5
Lead/Lag							Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	4.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	Min
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	1	1		1	1	1						
Act Effct Green (s)	15.5	15.5			15.5	15.5		17.3	17.3	17.3	20.3	18.8
Actuated g/C Ratio	0.34	0.34			0.34	0.34		0.38	0.38	0.38	0.45	0.41
v/c Ratio	0.31	0.20			0.31	0.02		0.14	0.13	0.04	0.02	0.12
Control Delay	14.1	9.4			13.2	0.0		12.6	11.3	0.2	7.8	8.8
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	14.1	9.4			13.2	0.0		12.6	11.3	0.2	7.8	8.8
LOS	B	A			B	A		B	B	A	A	A
Approach Delay		11.8			12.7				10.9			6.4
Approach LOS		B			B				B			A
Queue Length 50th (ft)	21	13			31	0		8	12	0	1	12
Queue Length 95th (ft)	65	47			84	0		41	43	0	7	32
Internal Link Dist (ft)		1141			865				426			477
Turn Bay Length (ft)	55							85		95	135	
Base Capacity (vph)	661	905			955	667		633	1811	552	389	2905
Starvation Cap Reductn	0	0			0	0		0	0	0	0	0
Spillback Cap Reductn	0	0			0	0		0	0	0	0	0
Storage Cap Reductn	0	0			0	0		0	0	0	0	0
Reduced v/c Ratio	0.19	0.13			0.19	0.01		0.09	0.09	0.03	0.02	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 45.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.31

Lane Group SBR

Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	17.0
Minimum Split (s)	22.5
Total Split (s)	30.5
Total Split (%)	40.7%
Maximum Green (s)	25.0
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.5
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Recall Mode	Min
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	18.8
Actuated g/C Ratio	0.41
v/c Ratio	0.20
Control Delay	3.2
Queue Delay	0.0
Total Delay	3.2
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	24
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1214
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.11

Intersection Summary

Intersection Signal Delay: 10.1
 Intersection Capacity Utilization 72.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke













FB NB Saturday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	31	4	18	901	18	3	10	916	22	6	11	1
Future Volume (vph)	31	4	18	901	18	3	10	916	22	6	11	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.99	0.98	
Frt				0.997				0.996		0.850		
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	5170	0	0	1805	4834	0	1389	1715	0
Flt Permitted			0.950				0.950				0.721	
Satd. Flow (perm)	0	0	1801	5170	0	0	1802	4834	0	1371	1281	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				3								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		2	2		3		3		2	2	13	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	34	4	20	1001	20	3	11	1018	24	7	12	1
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	58	1021	0	0	14	1043	0	6	11	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	0	1	1	2		0	1	2		1	1	1
Detector Template		Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
Trailing Detector (ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Size(ft)	0	20	20	6		0	20	6		20	20	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94				94				
Detector 2 Size(ft)				6				6				
Detector 2 Type				Cl+Ex				Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)				0.0				0.0				

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	1	22	25	6	15
Future Volume (vph)	1	22	25	6	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00			0.99	
Frt	0.867			0.951	
Flt Protected	0.996			0.974	
Satd. Flow (prot)	1559	0	0	3312	0
Flt Permitted	0.971			0.806	
Satd. Flow (perm)	1514	0	0	2741	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	24				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)					13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	24	28	7	17
Shared Lane Traffic (%)					
Lane Group Flow (vph)	27	0	0	52	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	Cl+Ex			Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	

Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB NB Saturday Evening peak hour
05/23/2024

												
Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm
Protected Phases	5	5	5	2		1	1	6				
Permitted Phases										6	4	4
Detector Phase	5	5	5	2		1	1	6		6	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0
Total Split (s)	22.0	22.0	22.0	86.0		22.0	22.0	86.0		86.0	32.0	32.0
Total Split (%)	15.7%	15.7%	15.7%	61.4%		15.7%	15.7%	61.4%		61.4%	22.9%	22.9%
Maximum Green (s)	17.0	17.0	17.0	79.0		17.0	17.0	79.0		79.0	25.0	25.0
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				4								
Act Effct Green (s)			9.9	114.2		5.8	106.3		106.3	10.9		
Actuated g/C Ratio			0.07	0.82		0.04	0.76		0.76	0.08		
v/c Ratio			0.46	0.24		0.19	0.28		0.01	0.11		
Control Delay			48.0	15.9		70.0	7.8		9.0	57.7		
Queue Delay			0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay			48.0	15.9		70.0	7.8		9.0	57.7		
LOS			D	B		E	A		A	E		
Approach Delay				17.6			8.6					
Approach LOS				B			A					
Queue Length 50th (ft)			53	164		13	110		1	10		
Queue Length 95th (ft)			100	368		37	217		9	28		
Internal Link Dist (ft)				1126			408					
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			219	4219		219	3671		1041	228		
Starvation Cap Reductn			0	0		0	0		0	0		
Spillback Cap Reductn			0	0		0	0		0	0		
Storage Cap Reductn			0	0		0	0		0	0		
Reduced v/c Ratio			0.26	0.24		0.06	0.28		0.01	0.05		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 14.6
 Intersection LOS: B

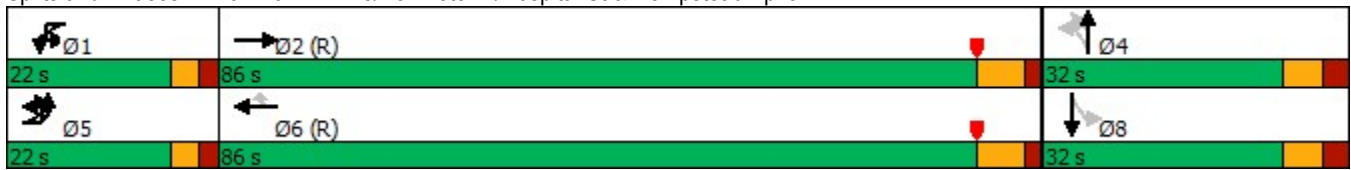
	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		14.0	14.0	
Total Split (s)	32.0		32.0	32.0	
Total Split (%)	22.9%		22.9%	22.9%	
Maximum Green (s)	25.0		25.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			25.0	25.0	
Pedestrian Calls (#/hr)			1	1	
Act Effct Green (s)	10.9			11.2	
Actuated g/C Ratio	0.08			0.08	
v/c Ratio	0.19			0.24	
Control Delay	24.4			60.4	
Queue Delay	0.0			0.0	
Total Delay	24.4			60.4	
LOS	C			E	
Approach Delay	34.1			60.4	
Approach LOS	C			E	
Queue Length 50th (ft)	3			24	
Queue Length 95th (ft)	31			41	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	290			489	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.09			0.11	
Intersection Summary					







Intersection Capacity Utilization 52.9%

ICU Level of Service A

Analysis Period (min) 15







Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke














						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	507	0	0	901	0	273
Future Volume (vph)	507	0	0	901	0	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3539	0	0	5085	0	2760
Flt Permitted						
Satd. Flow (perm)	3539	0	0	5085	0	2760
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%
Adj. Flow (vph)	576	0	0	1024	0	310
Shared Lane Traffic (%)						
Lane Group Flow (vph)	576	0	0	1024	0	310
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 30.2% ICU Level of Service A
 Analysis Period (min) 15

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	507	0	0	901	0	273	
Future Volume (Veh/h)	507	0	0	901	0	273	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	576	0	0	1024	0	310	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)	171						
pX, platoon unblocked			0.90		0.90	0.90	
vC, conflicting volume			576		917	288	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			319		697	1	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	68	
cM capacity (veh/h)			1119		339	976	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	288	288	341	341	341	155	155
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	155	155
cSH	1700	1700	1700	1700	1700	976	976
Volume to Capacity	0.17	0.17	0.20	0.20	0.20	0.16	0.16
Queue Length 95th (ft)	0	0	0	0	0	14	14
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.4	9.4
Lane LOS						A	A
Approach Delay (s)	0.0		0.0			9.4	
Approach LOS						A	
Intersection Summary							
Average Delay			1.5				
Intersection Capacity Utilization			30.2%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations			 			 						
Traffic Volume (vph)	0	0	179	273	0	508						
Future Volume (vph)	0	0	179	273	0	508						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.937	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3200	1427	0	3539						
Flt Permitted												
Satd. Flow (perm)	0	0	3200	1427	0	3539						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			166	180								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	0%	3%	0%	2%						
Adj. Flow (vph)	0	0	227	346	0	643						
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	0	0	393	180	0	643						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		0			0						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												











Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	14.0
Total Split (s)							26.0	41.0	33.0	26.0	41.0	33.0
Total Split (%)							26%	41%	33%	26%	41%	33%
Maximum Green (s)							21.0	35.0	27.0	21.0	35.0	27.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								0				1
Act Effct Green (s)			41.2	41.2								100.0
Actuated g/C Ratio			0.41	0.41								1.00
v/c Ratio			0.28	0.26								0.18
Control Delay			9.8	2.6								0.1
Queue Delay			0.0	0.0								0.0
Total Delay			9.8	2.6								0.1
LOS			A	A								A
Approach Delay			7.6									0.1
Approach LOS			A									A
Queue Length 50th (ft)			50	0								0
Queue Length 95th (ft)			42	17								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1496	726								3511
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			13	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.27	0.25								0.18

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 3.6
 Intersection Capacity Utilization 18.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd









								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations				↑↑↑↑		↗		↑↑↑↑
Traffic Volume (vph)	0	0	0	498	0	0	0	316
Future Volume (vph)	0	0	0	498	0	0	0	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.64
Frt								0.850
Flt Protected								
Satd. Flow (prot)	0	0	0	6471	0	1900	0	4093
Flt Permitted								
Satd. Flow (perm)	0	0	0	6471	0	1900	0	4093
Link Speed (mph)	30			50	30		50	
Link Distance (ft)	446			646	343		189	
Travel Time (s)	10.1			8.8	7.8		2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	1%	2%	0%	2%	1%
Adj. Flow (vph)	0	0	0	541	0	0	0	343
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	541	0	0	0	343
Enter Blocked Intersection	No	No	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	R NA	Left	Left
Median Width(ft)	30			40	4		40	
Link Offset(ft)	0			0	0		0	
Crosswalk Width(ft)	16			16	16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9	50	50
Sign Control	Stop			Free	Stop		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 15.5% ICU Level of Service A
 Analysis Period (min) 15










Intersection has too many legs for HCM analysis.

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	266	0	0	0	490
Future Volume (vph)	0	266	0	0	0	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	6536	0	0	0	4093
Flt Permitted						
Satd. Flow (perm)	0	6536	0	0	0	4093
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.92	0.67	0.92	0.92	0.92	0.67
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	0	397	0	0	0	731
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	397	0	0	0	731
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.1% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 400: James Doolittle Blvd & Parking F

FB NB Saturday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	598			233	378	
Travel Time (s)	13.6			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd

FB NB Saturday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 402: James Doolittle Blvd & Exist Hotel Access

FB NB Saturday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	284	
Travel Time (s)	3.3			9.4	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 403: James Doolittle Blvd & Marriott Drwy

FB NB Saturday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	302			284	195	
Travel Time (s)	6.9			6.5	4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
406: Sands Ave

FB NB Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	1863	1863	0	1863	3539	0	1863	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			598			297			507	
Travel Time (s)		5.4			13.6			6.8			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

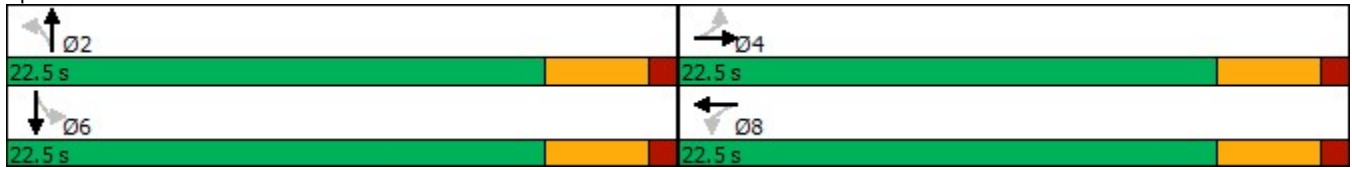
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		159			518			217			427	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												













Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frnt						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	1863	1770	1770
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	1863	1770	1770
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	347			454	230	
Travel Time (s)	7.9			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						0%
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0

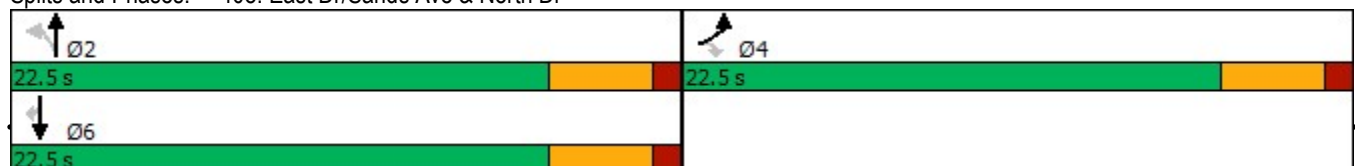
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	Min	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	267			374	150	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						












Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A












Splits and Phases: 408: East Dr/Sands Ave & North Dr



						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free



















Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	0	0	0	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
410: MSK Entrance & Garage C & West Dr

FB NB Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	0	0	0	7	0	0	0	0	0
Future Volume (vph)	0	0	4	0	0	0	7	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865										
Flt Protected							0.950					
Satd. Flow (prot)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1611	0	0	1863	0	1770	1863	0	1863	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			395	
Travel Time (s)		2.8			3.6			7.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	4	0	0	0	8	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	0	0	8	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.3%
 Analysis Period (min) 15
 ICU Level of Service A

















HCM Unsignalized Intersection Capacity Analysis
 410: MSK Entrance & Garage C & West Dr

FB NB Saturday Evening peak hour
 05/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	0	0	0	7	0	0	0	0	0
Future Volume (Veh/h)	0	0	4	0	0	0	7	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	0	0	0	8	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								348				
pX, platoon unblocked												
vC, conflicting volume	16	16	0	20	16	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	16	16	0	20	16	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	995	874	1085	986	874	1085	1623			1623		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	4	0	8	0	0	0						
Volume Left	0	0	8	0	0	0						
Volume Right	4	0	0	0	0	0						
cSH	1085	1700	1623	1700	1700	1700						
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00						
Queue Length 95th (ft)	0	0	0	0	0	0						
Control Delay (s)	8.3	0.0	7.2	0.0	0.0	0.0						
Lane LOS	A	A	A									
Approach Delay (s)	8.3	0.0	7.2		0.0							
Approach LOS	A	A										
Intersection Summary												
Average Delay			7.6									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
412: West Dr & South Dr

FB NB Saturday Evening peak hour
05/23/2024

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	3539	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		155			205			395			225	
Travel Time (s)		3.5			4.7			9.0			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15
 ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 412: West Dr & South Dr










FB NB Saturday Evening peak hour
 05/23/2024










												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total (vph)	0	0	0	0	0	0	0					
Volume Left (vph)	0	0	0	0	0	0	0					
Volume Right (vph)	0	0	0	0	0	0	0					
Hadj (s)	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Departure Headway (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Degree Utilization, x	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Capacity (veh/h)	806	806	806	806	806	806	806					
Control Delay (s)	6.3	6.3	6.3	6.3	6.3	6.3	7.5					
Approach Delay (s)	0.0		0.0		0.0		0.0					
Approach LOS	A		A		A		A					
Intersection Summary												
Delay			0.0									
Level of Service			A									
Intersection Capacity Utilization			0.0%		ICU Level of Service			A				
Analysis Period (min)			15									

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	9	0	0
Future Volume (vph)	0	0	0	9	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	0	0	0	10	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	10	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15










						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	9	0	0
Future Volume (Veh/h)	0	0	0	9	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	10	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	221					
pX, platoon unblocked						
vC, conflicting volume			0		5	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		5	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1622		1016	1084
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	0	5	5	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	9	0	0
Future Volume (vph)	0	0	0	9	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	1863	0
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	0	0	0	10	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	10	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	9	0	0
Future Volume (Veh/h)	0	0	0	9	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	10	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	408					
pX, platoon unblocked						
vC, conflicting volume			0		5	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		5	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1622		1016	1084
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	0	5	5	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			













						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	9	0
Future Volume (vph)	0	0	0	0	9	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	0	3539	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	0	3539	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	87			155	141	
Travel Time (s)	2.0			3.5	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	3%	2%
Adj. Flow (vph)	0	0	0	0	10	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 415: MSK Garage & South Dr

FB NB Saturday Evening peak hour
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	 			 	 	
Traffic Volume (veh/h)	0	0	0	0	9	0
Future Volume (Veh/h)	0	0	0	0	9	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	10	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	495					
pX, platoon unblocked						
vC, conflicting volume				0	0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				0	0	0
tC, single (s)				4.1	6.9	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				100	99	100
cM capacity (veh/h)				1622	1020	1084
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	0	0	0	0	10	
Volume Left	0	0	0	0	10	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1020	
Volume to Capacity	0.00	0.00	0.00	0.00	0.01	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	0.0	0.0	0.0	0.0	8.6	
Lane LOS						A
Approach Delay (s)	0.0		0.0		8.6	
Approach LOS						A
Intersection Summary						
Average Delay				8.6		
Intersection Capacity Utilization				6.7%	ICU Level of Service	A
Analysis Period (min)				15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Flt Permitted												
Satd. Flow (perm)	0	1863	1863	0	3539	0	1863	0	1863	1770	1695	1770
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			489			334			298	
Travel Time (s)		10.6			11.1			7.6			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										0%		0%
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			4			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type			Perm				Perm		Perm	Perm		Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

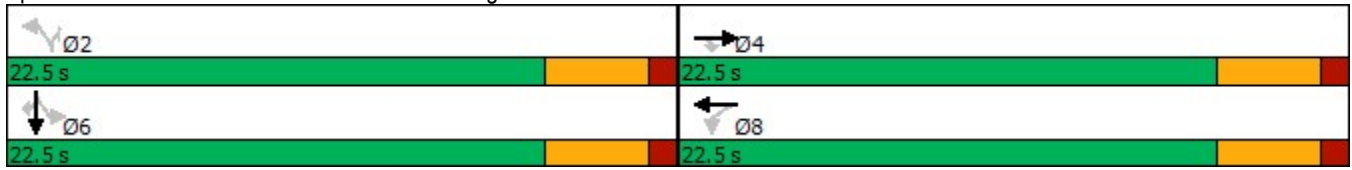
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		387			409			254			218	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												










Intersection Summary







Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	3539	3390	1695	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	3390	1695	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		489	347		275	
Travel Time (s)		11.1	7.9		6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)				0%		
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type				Perm		
Protected Phases	1	1 2	2			
Permitted Phases	2			2		

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	12.0		28.0	28.0		
Total Split (%)	30.0%		70.0%	70.0%		
Maximum Green (s)	7.5		23.5	23.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		None	None		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)		409	267		195	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary













Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 18
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.00
 Intersection Signal Delay: 0.0
 Intersection Capacity Utilization 0.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	0	99	0	0	0	97	169	4	0	217	38
Future Volume (vph)	31	0	99	0	0	0	97	169	4	0	217	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr			0.850					0.997			0.980	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1685	1256	0	1773	0	1620	1894	0	0	1950	0
Flt Permitted							0.593					
Satd. Flow (perm)	0	1773	1256	0	1773	0	1011	1894	0	0	1950	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105					2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	8%	0%	0%	0%	4%	0%	0%	0%	2%	1%
Parking (#/hr)			0									
Adj. Flow (vph)	33	0	105	0	0	0	103	180	4	0	231	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	105	0	0	0	103	184	0	0	271	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	pm+ov				pm+pt	NA			NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		10.3	11.5				33.7	37.9			25.2	
Actuated g/C Ratio		0.23	0.25				0.75	0.84			0.56	
v/c Ratio		0.08	0.26				0.12	0.12			0.25	
Control Delay		17.8	4.5				4.2	3.4			10.0	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		17.8	4.5				4.2	3.4			10.0	
LOS		B	A				A	A			B	
Approach Delay		7.7						3.7			10.0	
Approach LOS		A						A			B	
Queue Length 50th (ft)		5	0				0	0			25	
Queue Length 95th (ft)		28	22				27	44			111	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		927	397				866	1497			1093	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.04	0.26				0.12	0.12			0.25	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 45.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 7.0
 Intersection Capacity Utilization 56.7%

Intersection LOS: A
 ICU Level of Service B



N-2 2030 No-Build Conditions

N-2.6 Weekday PM peak hour – Holiday

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

FB NB Weekday PM Holiday peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	263	1572	52	293	1339	484	58	368	482	458	381
Future Volume (vph)	3	263	1572	52	293	1339	484	58	368	482	458	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		375		245	250		0	95		235	300	
Storage Lanes		1		1	2		1	1		1	2	
Taper Length (ft)		85			110			130			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor				0.99	1.00					0.99	1.00	
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3467	5136	1442	3467	6471	1583	1736	3438	1615	3335	3471
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3467	5136	1424	3466	6471	1583	1736	3438	1592	3330	3471
Right Turn on Red				Yes			No			Yes		
Satd. Flow (RTOR)				225						143		
Link Speed (mph)			30			40			30			30
Link Distance (ft)			566			700			662			581
Travel Time (s)			12.9			11.9			15.0			13.2
Confl. Peds. (#/hr)				2	2					2	2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	1%	12%	1%	1%	2%	4%	5%	0%	5%	4%
Adj. Flow (vph)	3	268	1604	53	299	1366	494	59	376	492	467	389
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	271	1604	53	299	1366	494	59	376	492	467	389
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	263
Future Volume (vph)	263
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	0%
Adj. Flow (vph)	268
Shared Lane Traffic (%)	
Lane Group Flow (vph)	268
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	5	2		1	6		3	8	1	7	4
Permitted Phases				Free			6 7			8		
Detector Phase	5	5	2		1	6	6 7	3	8	1	7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0
Minimum Split (s)	9.0	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0
Total Split (s)	27.0	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0
Total Split (%)	16.9%	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%
Maximum Green (s)	21.0	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None
Walk Time (s)	5.0	5.0	7.0			7.0			7.0			7.0
Flash Dont Walk (s)	7.0	7.0	28.0			28.0			33.0			33.0
Pedestrian Calls (#/hr)	0	0	0			1			1			0
Act Effct Green (s)		16.8	64.4	160.0	21.5	69.1	100.9	9.8	25.2	45.8	25.8	42.6
Actuated g/C Ratio		0.10	0.40	1.00	0.13	0.43	0.63	0.06	0.16	0.29	0.16	0.27
v/c Ratio		0.74	0.78	0.04	0.64	0.49	0.49	0.56	0.69	0.88	0.87	0.42
Control Delay		81.9	45.6	0.1	87.7	18.5	12.1	91.7	69.9	53.2	82.3	49.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay		81.9	45.6	0.1	87.7	18.5	12.6	91.7	69.9	53.2	82.3	49.6
LOS		F	D	A	F	B	B	F	E	D	F	D
Approach Delay			49.5			26.7			62.4			59.6
Approach LOS			D			C			E			E
Queue Length 50th (ft)		144	521	0	168	132	107	61	202	356	247	184
Queue Length 95th (ft)		190	661	0	#272	244	623	111	228	469	309	207
Internal Link Dist (ft)			486			620			582			501
Turn Bay Length (ft)		375		245	250			95		235	300	
Base Capacity (vph)		457	2067	1424	466	2793	1029	173	902	560	604	1171
Starvation Cap Reductn		0	0	0	0	0	190	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.59	0.78	0.04	0.64	0.49	0.59	0.34	0.42	0.88	0.77	0.33

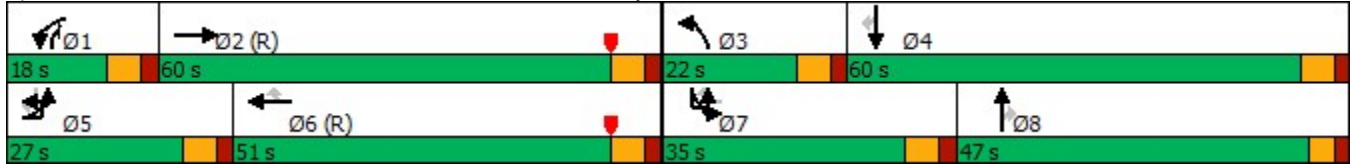
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 45.3
 Intersection LOS: D

Lane Group	SBR
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	65.4
Actuated g/C Ratio	0.41
v/c Ratio	0.41
Control Delay	34.7
Queue Delay	0.0
Total Delay	34.7
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	206
Queue Length 95th (ft)	231
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	691
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.39
Intersection Summary	

Intersection Capacity Utilization 88.5% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	1433	191	157	889	86	178	278	165	152	176	45
Future Volume (vph)	85	1433	191	157	889	86	178	278	165	152	176	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98		1.00		1.00		0.97		0.99	
Frt			0.850		0.987				0.850		0.982	
Flt Protected	0.950			0.950			0.950				0.980	
Satd. Flow (prot)	1805	5136	1568	1752	5053	0	3502	1881	1615	0	3394	0
Flt Permitted	0.208			0.057			0.950				0.980	
Satd. Flow (perm)	395	5136	1544	105	5053	0	3499	1881	1574	0	3381	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			140		11				61			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	4		2	2		4	1		9	9		1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	3%	3%	1%	2%	0%	1%	0%	1%	3%	3%
Adj. Flow (vph)	93	1575	210	173	977	95	196	305	181	167	193	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	1575	210	173	1072	0	196	305	181	0	409	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	73.1	63.5	63.5	86.1	70.8		31.8	31.8	48.6		23.8	
Actuated g/C Ratio	0.46	0.40	0.40	0.54	0.44		0.20	0.20	0.30		0.15	
v/c Ratio	0.35	0.77	0.30	0.76	0.48		0.28	0.82	0.34		0.81	
Control Delay	23.6	46.4	13.5	60.1	33.0		54.3	78.4	25.4		78.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	23.6	46.4	13.5	60.1	33.0		54.3	78.4	25.4		78.5	
LOS	C	D	B	E	C		D	E	C		E	
Approach Delay		41.6			36.8			57.4			78.5	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	49	549	48	129	298		90	308	90		214	
Queue Length 95th (ft)	81	625	118	215	352		122	402	141		#340	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	381	2041	698	262	2240		853	458	555		505	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.24	0.77	0.30	0.66	0.48		0.23	0.67	0.33		0.81	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 69 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 46.3
 Intersection LOS: D

Intersection Capacity Utilization 84.7%

ICU Level of Service E













Analysis Period (min) 15

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

Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	1314	109	505	786	43	125	627	1120	129	586	173
Future Volume (vph)	131	1314	109	505	786	43	125	627	1120	129	586	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	1.00				1.00		1.00	0.99	0.99			0.98
Frt		0.988			0.992			0.929	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5055	0	3400	3508	0	1687	3086	1413	1770	3438	1583
Flt Permitted	0.950			0.950			0.251			0.102		
Satd. Flow (perm)	1768	5055	0	3400	3508	0	444	3086	1395	190	3438	1550
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			155	70			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)	2					2	8					8
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	6%	3%	2%	2%	7%	3%	4%	2%	5%	2%
Adj. Flow (vph)	138	1383	115	532	827	45	132	660	1179	136	617	182
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	138	1498	0	532	872	0	132	1250	589	136	617	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		3			0						1	
Act Effct Green (s)	15.3	42.5		22.9	50.2		50.0	38.8	61.7	51.1	39.4	54.6
Actuated g/C Ratio	0.11	0.30		0.16	0.36		0.36	0.28	0.44	0.36	0.28	0.39
v/c Ratio	0.72	0.98		0.96	0.69		0.51	1.29	0.90	0.67	0.64	0.30
Control Delay	79.9	66.2		86.4	42.3		34.9	175.5	47.0	47.3	48.3	27.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.9	66.2		86.4	42.3		34.9	175.5	47.0	47.3	48.3	27.1
LOS	E	E		F	D		C	F	D	D	D	C
Approach Delay		67.4			59.0			127.7			44.1	
Approach LOS		E			E			F			D	
Queue Length 50th (ft)	123	493		250	351		78	~751	451	80	262	106
Queue Length 95th (ft)	189	#597		#362	457		127	#918	#785	145	338	157
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	290	1552		558	1259		291	967	657	230	966	695
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.97		0.95	0.69		0.45	1.29	0.90	0.59	0.64	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.29

Intersection Signal Delay: 81.7
 Intersection Capacity Utilization 98.7%
 Analysis Period (min) 15













Intersection LOS: F
 ICU Level of Service F

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

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

↙ Ø1	→ Ø2 (R)	↘ Ø3	↓ Ø4
29 s	49 s	20 s	42 s
↘ Ø5	← Ø6 (R)	↙ Ø7	↑ Ø8
29 s	49 s	20 s	42 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	592	615	277	16	224	156	112	736	17	215	838	351
Future Volume (vph)	592	615	277	16	224	156	112	736	17	215	838	351
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt			0.850		0.938			0.997			0.994	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3574	1615	1805	3347	0	1656	3430	0	1745	3308	1393
Flt Permitted	0.950			0.950			0.111			0.135		
Satd. Flow (perm)	3467	3574	1615	1805	3347	0	193	3430	0	248	3308	1393
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			298									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	0%	2%	0%	9%	5%	0%	0%	4%	2%
Adj. Flow (vph)	637	661	298	17	241	168	120	791	18	231	901	377
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	637	661	298	17	409	0	120	809	0	231	939	339
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											
Detector 2 Channel												

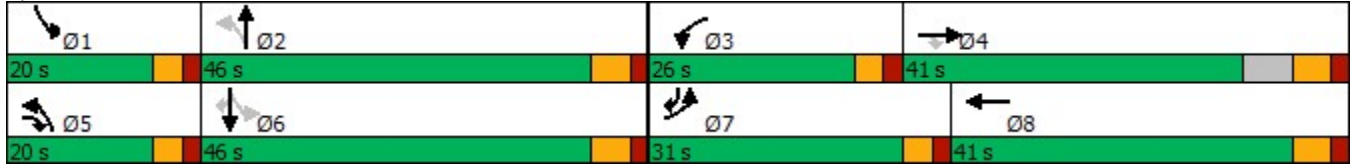
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	25.9	46.3	62.3	5.7	19.8		47.0	36.0		55.0	40.1	72.0
Actuated g/C Ratio	0.22	0.39	0.53	0.05	0.17		0.40	0.31		0.47	0.34	0.61
v/c Ratio	0.84	0.47	0.30	0.20	0.73		0.60	0.77		0.79	0.83	0.40
Control Delay	56.1	29.6	2.8	62.0	55.0		33.3	43.6		43.1	44.4	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	56.1	29.6	2.8	62.0	55.0		33.3	43.6		43.1	44.4	14.6
LOS	E	C	A	E	D		C	D		D	D	B
Approach Delay		35.2			55.3			42.3			37.5	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	240	180	0	13	156		50	298		104	359	136
Queue Length 95th (ft)	#375	294	45	40	221		103	397		#252	#541	256
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	769	1403	1051	323	1000		272	1171		307	1151	854
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.83	0.47	0.28	0.05	0.41		0.44	0.69		0.75	0.82	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 117.9
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 39.3
 Intersection LOS: D

Intersection Capacity Utilization 79.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd















Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB NB Weekday PM Holiday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	439	1089	59	33	448	116	64	185	173	446	149	548
Future Volume (vph)	439	1089	59	33	448	116	64	185	173	446	149	548
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor	1.00				1.00		1.00					0.99
Frt		0.992			0.969				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.971	
Satd. Flow (prot)	1770	6400	0	1805	4839	0	1752	1881	1599	1626	3298	2814
Flt Permitted	0.284			0.205			0.950			0.950	0.971	
Satd. Flow (perm)	529	6400	0	390	4839	0	1750	1881	1599	1626	3298	2773
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			45				70			577
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)	1					1	2					2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	7%	0%	4%	2%	3%	1%	1%	1%	3%	1%
Adj. Flow (vph)	462	1146	62	35	472	122	67	195	182	469	157	577
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	462	1208	0	35	594	0	67	195	182	234	392	577
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB NB Weekday PM Holiday peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		1			0		0	0		0	0	
Act Effct Green (s)	74.9	61.1		45.8	38.0		20.7	20.7	28.5	26.5	26.5	57.3
Actuated g/C Ratio	0.54	0.44		0.33	0.27		0.15	0.15	0.20	0.19	0.19	0.41
v/c Ratio	0.83	0.43		0.17	0.44		0.26	0.70	0.48	0.76	0.63	0.39
Control Delay	39.3	29.7		23.0	40.0		53.8	70.0	19.4	69.4	56.3	2.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	29.7		23.0	40.0		53.8	70.0	19.4	69.4	56.3	2.7
LOS	D	C		C	D		D	E	B	E	E	A
Approach Delay		32.4			39.1			46.8			33.2	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	259	218		15	152		55	171	56	223	181	0
Queue Length 95th (ft)	#672	305		40	191		97	244	79	315	228	38
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	556	2796		337	1346		375	403	492	357	724	1485
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.43		0.10	0.44		0.18	0.48	0.37	0.66	0.54	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 35.3

Intersection LOS: D







Intersection Capacity Utilization 100.6%

ICU Level of Service G













Analysis Period (min) 15

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

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave

 24 s	 44 s	 36 s	 36 s
 24 s	 44 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	1078	189	296	641	143	276	451	308	175	343	55
Future Volume (vph)	121	1078	189	296	641	143	276	451	308	175	343	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0	200		0	200		270
Storage Lanes	1		0	2		0	1		2	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	1.00	0.95	0.88	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00					0.99	1.00		
Frt		0.978			0.973				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	4997	0	3367	4966	0	1719	3539	2682	1752	3505	1583
Flt Permitted	0.950			0.950			0.331			0.319		
Satd. Flow (perm)	1787	4997	0	3363	4966	0	599	3539	2646	588	3505	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			35				245			70
Link Speed (mph)		40			40			45			30	
Link Distance (ft)		670			780			367			590	
Travel Time (s)		11.4			13.3			5.6			13.4	
Confl. Peds. (#/hr)			2	2					1	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	3%	4%	2%	0%	5%	2%	6%	3%	3%	2%
Adj. Flow (vph)	129	1147	201	315	682	152	294	480	328	186	365	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	1348	0	315	834	0	294	480	328	186	365	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			24			24			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		60			22			24			22	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												

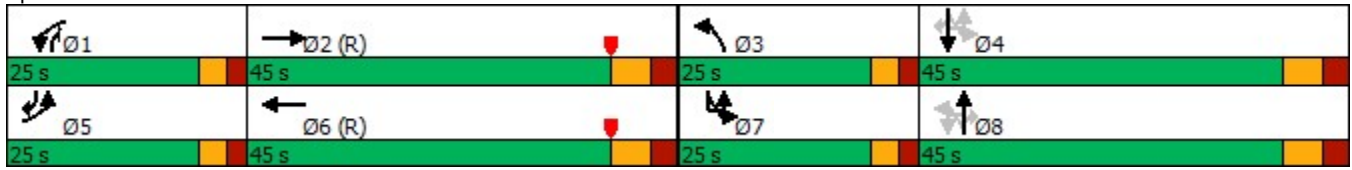
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	32.0		5.0	32.0		5.0	12.0	5.0	5.0	12.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		10.0	19.0	10.0	10.0	19.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		25.0	45.0	25.0	25.0	45.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		17.9%	32.1%	17.9%	17.9%	32.1%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		20.0	38.0	20.0	20.0	38.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	3.0	2.0	2.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	7.0	5.0	5.0	7.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	4.0	3.0	3.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0					
Flash Dont Walk (s)							30.0					
Pedestrian Calls (#/hr)							1					
Act Effct Green (s)	15.4	54.5		18.1	57.2		48.4	27.3	47.4	42.0	23.8	46.2
Actuated g/C Ratio	0.11	0.39		0.13	0.41		0.35	0.20	0.34	0.30	0.17	0.33
v/c Ratio	0.66	0.69		0.72	0.41		0.81	0.70	0.31	0.60	0.61	0.10
Control Delay	75.1	38.7		68.4	30.8		51.8	57.7	7.8	39.4	57.3	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.1	38.7		68.4	30.8		51.8	57.7	7.8	39.4	57.3	4.0
LOS	E	D		E	C		D	E	A	D	E	A
Approach Delay		41.9			41.1			41.3			46.7	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	114	357		143	182		211	221	28	124	167	0
Queue Length 95th (ft)	179	#550		192	282		248	254	54	155	193	20
Internal Link Dist (ft)		590			700			287			510	
Turn Bay Length (ft)	180			350			200			200		270
Base Capacity (vph)	258	1959		491	2049		367	960	1103	358	951	621
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.69		0.64	0.41		0.80	0.50	0.30	0.52	0.38	0.10

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 42.2
 Intersection Capacity Utilization 80.4%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

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

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB NB Weekday PM Holiday peak hour
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	236	1368	14	440	1054	64	3	431	253	64	524
Future Volume (vph)	4	236	1368	14	440	1054	64	3	431	253	64	524
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		135		0	300		0	0		0	0	
Storage Lanes		1		0	1		0	0		0	0	
Taper Length (ft)		40			40			0			0	
Lane Util. Factor	0.91	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor									1.00			1.00
Frt			0.999			0.991			0.945			0.963
Flt Protected		0.950			0.950							0.996
Satd. Flow (prot)	0	1805	5182	0	3467	3557	0	0	3284	0	0	3288
Flt Permitted		0.950			0.950				0.950			0.640
Satd. Flow (perm)	0	1805	5182	0	3467	3557	0	0	3120	0	0	2113
Right Turn on Red				No			No			No		
Satd. Flow (RTOR)												
Link Speed (mph)			30			30			20			20
Link Distance (ft)			529			566			958			393
Travel Time (s)			12.0			12.9			32.7			13.4
Confl. Peds. (#/hr)								2				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	10%	0%	5%	2%	5%	6%
Adj. Flow (vph)	4	257	1487	15	478	1146	70	3	468	275	70	570
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	261	1502	0	478	1216	0	0	746	0	0	849
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			80			40			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			52			16			28			36
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2		1	2		1	2		1	2
Detector Template	Left		Thru			Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	56	100		30	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	30	6		30	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		36	94			94			94			94
Detector 2 Size(ft)		20	6			6			6			6
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0			0.0			0.0

Lane Group	SBR	Ø3
Lane Configurations		
Traffic Volume (vph)	192	
Future Volume (vph)	192	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	2	
Peak Hour Factor	0.92	
Heavy Vehicles (%)	2%	
Adj. Flow (vph)	209	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	Prot	NA		Prot	NA		Perm	NA		Perm	NA
Protected Phases	5	5	2		1	6			4			4
Permitted Phases								4			4	
Detector Phase	5	5	2		1	6		4	4		4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0
Minimum Split (s)	10.0	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9
Total Split (s)	27.0	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0
Total Split (%)	15.3%	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%
Maximum Green (s)	22.0	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		5.0	6.0		8.0	6.0			13.9			13.9
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0
Recall Mode	None	None	None		None	None		None	None		None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.1	50.3		22.1	53.4			46.4			46.4
Actuated g/C Ratio		0.14	0.33		0.14	0.35			0.30			0.30
v/c Ratio		1.00	0.88		0.95	0.98			0.79			1.32
Control Delay		119.3	55.3		93.3	69.2			56.1			196.6
Queue Delay		0.0	0.0		0.0	0.0			0.0			0.0
Total Delay		119.3	55.3		93.3	69.2			56.1			196.6
LOS		F	E		F	E			E			F
Approach Delay			64.7			76.0			56.1			196.6
Approach LOS			E			E			E			F
Queue Length 50th (ft)		250	484		234	587			336			~535
Queue Length 95th (ft)		#562	#788		#453	#1023			#576			#877
Internal Link Dist (ft)			449			486			878			313
Turn Bay Length (ft)		135			300							
Base Capacity (vph)		261	1709		503	1243			949			642
Starvation Cap Reductn		0	0		0	0			0			0
Spillback Cap Reductn		0	0		0	0			0			0
Storage Cap Reductn		0	0		0	0			0			0
Reduced v/c Ratio		1.00	0.88		0.95	0.98			0.79			1.32

Intersection Summary

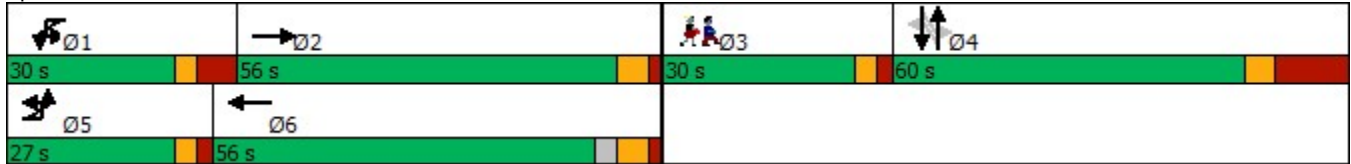
Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 152.6
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 89.4
 Intersection Capacity Utilization 119.4%
 Intersection LOS: F
 ICU Level of Service H

Lane Group	SBR	Ø3
Turn Type		
Protected Phases		3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		33.0
Total Split (s)		30.0
Total Split (%)		17%
Maximum Green (s)		25.0
Yellow Time (s)		3.0
All-Red Time (s)		2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		1.0
Recall Mode		None
Walk Time (s)		10.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Analysis Period (min) 15

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



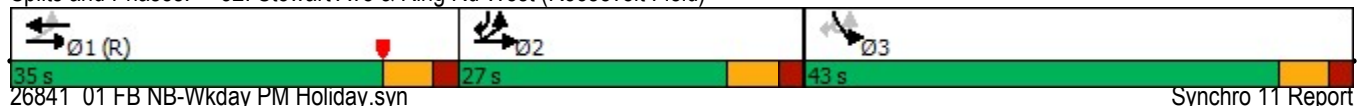
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	443	1384	881	119	5	102	635
Future Volume (vph)	443	1384	881	119	5	102	635
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Frt			0.982			0.888	0.850
Flt Protected	0.950					0.988	
Satd. Flow (prot)	1652	4793	4799	0	0	3074	1407
Flt Permitted	0.206					0.988	
Satd. Flow (perm)	358	4793	4799	0	0	3074	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			23			342	10
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	1%	2%	7%	0%	4%	1%
Adj. Flow (vph)	476	1488	947	128	5	110	683
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	476	1488	1075	0	0	457	341
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2
Permitted Phases	12				3		3
Detector Phase	2	12	1		3	3	2

Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	75.3	81.3	49.8			11.7	43.2
Actuated g/C Ratio	0.72	0.77	0.47			0.11	0.41
v/c Ratio	0.83	0.40	0.47			0.71	0.58
Control Delay	37.9	4.4	18.9			18.2	28.5
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	37.9	4.4	18.9			18.2	28.5
LOS	D	A	B			B	C
Approach Delay		12.5	18.9			22.6	
Approach LOS		B	B			C	
Queue Length 50th (ft)	162	87	162			38	192
Queue Length 95th (ft)	#393	144	206			85	292
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	571	3712	2288			1304	584
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	0.83	0.40	0.47			0.35	0.58

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 16.4
 Intersection Capacity Utilization 69.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

FB NB Weekday PM Holiday peak hour
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	26	2028	456	25	226	1650	101	413	47	524	119
Future Volume (vph)	2	26	2028	456	25	226	1650	101	413	47	524	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00					1.00			0.99	0.98	1.00
Frt				0.850			0.991			0.892	0.850	
Flt Protected		0.950				0.950			0.950	0.993		0.950
Satd. Flow (prot)	0	1685	4964	1589	0	3385	6189	0	3053	1422	1534	1737
Flt Permitted		0.950				0.950			0.950	0.993		0.950
Satd. Flow (perm)	0	1684	4964	1589	0	3385	6189	0	3053	1422	1511	1731
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				358			8			81	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		4						4			5	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	5%	0%	0%	1%	1%	4%	0%	0%	2%
Adj. Flow (vph)	2	27	2113	475	26	235	1719	105	430	49	546	124
Shared Lane Traffic (%)									10%		43%	36%
Lane Group Flow (vph)	0	29	2113	475	0	261	1824	0	387	327	311	79
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (vph)	35	50
Future Volume (vph)	35	50
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.973	
Satd. Flow (prot)	1679	1615
Flt Permitted	0.973	
Satd. Flow (perm)	1676	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	36	52
Shared Lane Traffic (%)		
Lane Group Flow (vph)	81	52
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	0			2		0	0		
Act Effct Green (s)		8.3	61.8	104.7		17.8	73.7		42.8	42.8	66.6	13.6
Actuated g/C Ratio		0.05	0.39	0.65		0.11	0.46		0.27	0.27	0.42	0.08
v/c Ratio		0.33	1.10	0.41		0.70	0.64		0.47	0.74	0.47	0.54
Control Delay		93.4	88.1	1.7		78.2	36.2		50.6	50.3	28.0	83.3
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		93.4	88.1	1.8		78.2	36.2		50.6	50.3	28.0	83.3
LOS		F	F	A		E	D		D	D	C	F
Approach Delay			72.5				41.5			43.7		
Approach LOS			E				D			D		
Queue Length 50th (ft)		32	~994	21		138	458		179	268	186	84
Queue Length 95th (ft)		m40	#1126	m47		181	518		239	416	266	145
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	1918	1190		507	2853		885	469	714	173
Starvation Cap Reductn		0	0	34		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	28		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.12	1.10	0.41		0.51	0.65		0.44	0.70	0.44	0.46

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	13.6	21.9
Actuated g/C Ratio	0.08	0.14
v/c Ratio	0.57	0.24
Control Delay	85.9	33.4
Queue Delay	0.0	0.0
Total Delay	85.9	33.4
LOS	F	C
Approach Delay	72.0	
Approach LOS	E	
Queue Length 50th (ft)	87	27
Queue Length 95th (ft)	149	49
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	167	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.49	0.13







Intersection Summary















Intersection Signal Delay: 56.6
 Intersection Capacity Utilization 96.8%
 Analysis Period (min) 15







Intersection LOS: E
 ICU Level of Service F

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

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	461	315	151	1476	1075	170
Future Volume (vph)	461	315	151	1476	1075	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.980	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1583	1752	3438	3375	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1583	367	3438	3375	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		3			22	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			3			3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	2%	3%	5%	5%	2%
Adj. Flow (vph)	470	321	154	1506	1097	173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	470	321	154	1506	1270	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

Lane Group	 EBL	 EBR	 NBL	 NBT	 SBT	 SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	1					
Act Effct Green (s)	15.4	34.5	37.1	39.1	20.1	
Actuated g/C Ratio	0.23	0.52	0.56	0.59	0.30	
v/c Ratio	0.61	0.39	0.30	0.75	1.23	
Control Delay	26.1	11.1	8.2	14.0	137.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	26.1	11.1	8.2	14.0	137.1	
LOS	C	B	A	B	F	
Approach Delay	20.0			13.4	137.1	
Approach LOS	C			B	F	
Queue Length 50th (ft)	88	72	23	207	~342	
Queue Length 95th (ft)	129	122	57	372	#532	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1262	807	517	2020	1032	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.37	0.40	0.30	0.75	1.23	

Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 66.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 57.1
 Intersection Capacity Utilization 70.0%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: E
 ICU Level of Service C















Queue shown is maximum after two cycles.







95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	64	28	18	1832	1225	23
Future Volume (vph)	64	28	18	1832	1225	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor	1.00				1.00	
Frt		0.850			0.997	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1719	1615	1805	4988	3456	0
Flt Permitted	0.950		0.189			
Satd. Flow (perm)	1718	1615	359	4988	3456	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		29			2	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)	1					
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	0%	0%	4%	4%	9%
Adj. Flow (vph)	67	29	19	1928	1289	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	29	19	1928	1313	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3	1 2			
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	8.6	8.6	35.5	43.9	21.1	
Actuated g/C Ratio	0.15	0.15	0.63	0.77	0.37	
v/c Ratio	0.26	0.11	0.03	0.50	1.02	
Control Delay	23.7	9.9	5.3	5.3	56.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.7	9.9	5.3	5.3	56.7	
LOS	C	A	A	A	E	
Approach Delay	19.6			5.3	56.7	
Approach LOS	B			A	E	
Queue Length 50th (ft)	20	0	2	116	~333	
Queue Length 95th (ft)	50	18	8	176	#476	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	818	784	611	3707	1290	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.04	0.03	0.52	1.02	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 56.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 25.8
 Intersection Capacity Utilization 50.4%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: C
 ICU Level of Service A

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

Splits and Phases: 56: Merrick Ave & Privado Rd









































N-2 2030 No-Build Conditions

N-2.7 Saturday Midday peak hour - Holiday

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  		  	  			 		  	 	
Traffic Volume (vph)	288	1499	57	291	1516	696	75	333	365	565	315	297
Future Volume (vph)	288	1499	57	291	1516	696	75	333	365	565	315	297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235	300		0
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	85			110			130			75		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00					0.97	0.99		0.99	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5085	1482	3502	6471	1583	1736	3471	1599	3400	3438	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3458	5085	1482	3502	6471	1530	1726	3471	1578	3397	3438	1566
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30				30
Link Distance (ft)		566			700			662				581
Travel Time (s)		12.9			11.9			15.0				13.2
Confl. Peds. (#/hr)	16					16	7			1	1	
Confl. Bikes (#/hr)												7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	2%	9%	0%	1%	2%	4%	4%	1%	3%	5%	1%
Adj. Flow (vph)	297	1545	59	300	1563	718	77	343	376	582	325	306
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	1545	59	300	1563	718	77	343	376	582	325	306
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	custom
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			Free			6 7			8			4 5
Detector Phase	5	2		1	6	6 7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		11.0	16.0	9.0	11.0	16.0	
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0	
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%	
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	7.0			7.0			7.0			7.0	
Flash Dont Walk (s)	7.0	28.0			28.0			33.0			33.0	
Pedestrian Calls (#/hr)	0	2			0			0			5	
Act Effct Green (s)	18.0	64.2	160.0	22.4	68.7	103.3	11.4	21.7	43.1	28.6	37.9	61.9
Actuated g/C Ratio	0.11	0.40	1.00	0.14	0.43	0.65	0.07	0.14	0.27	0.18	0.24	0.39
v/c Ratio	0.76	0.76	0.04	0.61	0.56	0.73	0.63	0.73	0.71	0.96	0.40	0.50
Control Delay	81.7	44.8	0.1	83.3	23.2	13.0	92.9	75.3	36.6	91.6	52.9	40.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	44.8	0.1	83.3	23.2	15.1	92.9	75.3	36.6	91.6	52.9	40.0
LOS	F	D	A	F	C	B	F	E	D	F	D	D
Approach Delay		49.2			27.9			58.7			68.2	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	158	499	0	168	163	147	80	184	218	314	152	244
Queue Length 95th (ft)	205	614	0	m201	238	m911	136	229	311	#429	197	313
Internal Link Dist (ft)		486			620			582			501	
Turn Bay Length (ft)	375		245	250			95		235	300		
Base Capacity (vph)	462	2040	1482	491	2776	991	173	911	532	616	1160	638
Starvation Cap Reductn	0	0	0	0	0	148	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.76	0.04	0.61	0.56	0.85	0.45	0.38	0.71	0.94	0.28	0.48

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96

Intersection Signal Delay: 45.4

Intersection LOS: D

Intersection Capacity Utilization 98.2%

ICU Level of Service F

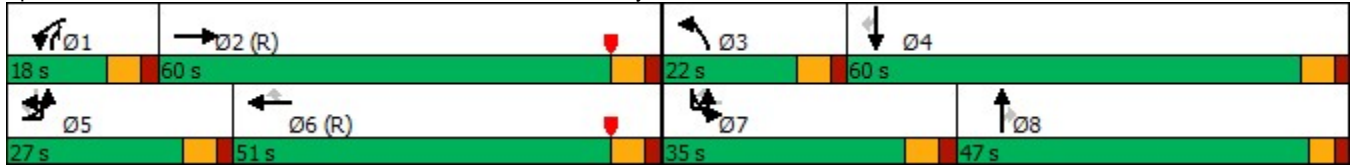
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	908	267	177	1134	105	257	186	160	127	176	67
Future Volume (vph)	82	908	267	177	1134	105	257	186	160	127	176	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			0.98	1.00	1.00				0.98		1.00	
Frt			0.850		0.987				0.850		0.973	
Flt Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1787	5085	1583	1770	5055	0	3502	1881	1599	0	3413	0
Flt Permitted	0.152			0.207			0.950				0.983	
Satd. Flow (perm)	286	5085	1556	385	5055	0	3502	1881	1569	0	3408	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			281		11				91			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	7		3	3		7			4	4		
Confl. Bikes (#/hr)						2			1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	2%	2%	1%	1%	0%	1%	1%	2%	1%	0%
Adj. Flow (vph)	86	956	281	186	1194	111	271	196	168	134	185	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	956	281	186	1305	0	271	196	168	0	390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	80.4	71.2	71.2	92.8	77.9		23.3	23.3	39.2		25.6	
Actuated g/C Ratio	0.50	0.44	0.44	0.58	0.49		0.15	0.15	0.24		0.16	
v/c Ratio	0.37	0.42	0.33	0.52	0.53		0.53	0.72	0.37		0.72	
Control Delay	22.4	33.0	4.7	22.7	30.8		66.4	79.3	20.8		71.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	22.4	33.0	4.7	22.7	30.8		66.4	79.3	20.8		71.2	
LOS	C	C	A	C	C		E	E	C		E	
Approach Delay		26.3			29.8			58.3			71.2	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	38	248	0	88	334		137	199	61		206	
Queue Length 95th (ft)	79	349	67	159	467		176	275	115		257	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	349	2287	854	398	2467		853	458	495		545	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.25	0.42	0.33	0.47	0.53		0.32	0.43	0.34		0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 13 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72

Intersection Signal Delay: 37.5






Intersection LOS: D

Intersection Capacity Utilization 74.8%













ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	816	185	501	952	68	160	387	718	106	478	292
Future Volume (vph)	151	816	185	501	952	68	160	387	718	106	478	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	0.99	0.99			0.98
Frt		0.972			0.990			0.928	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	4927	0	3433	3538	0	1752	3095	1427	1805	3539	1568
Flt Permitted	0.950			0.950			0.268			0.126		
Satd. Flow (perm)	1787	4927	0	3426	3538	0	492	3095	1408	239	3539	1530
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					5			162	111			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)	1		4	4		1	10					10
Confl. Bikes (#/hr)						1			2			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	2%	2%	2%	1%	0%	3%	3%	3%	0%	2%	3%
Adj. Flow (vph)	157	850	193	522	992	71	167	403	748	110	498	304
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	157	1043	0	522	1063	0	167	777	374	110	498	304
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												







Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		3			0						0	
Act Effct Green (s)	16.6	48.0		23.8	55.2		46.1	33.6	57.3	42.3	31.7	48.3
Actuated g/C Ratio	0.12	0.34		0.17	0.39		0.33	0.24	0.41	0.30	0.23	0.34
v/c Ratio	0.74	0.62		0.90	0.76		0.61	0.90	0.58	0.58	0.62	0.57
Control Delay	79.7	41.3		75.8	42.5		40.6	54.4	22.4	41.9	52.0	36.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.7	41.3		75.8	42.5		40.6	54.4	22.4	41.9	52.0	36.3
LOS	E	D		E	D		D	D	C	D	D	D
Approach Delay		46.4			53.5			43.6			45.5	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	140	306		236	446		105	303	172	67	215	207
Queue Length 95th (ft)	210	359		#350	#650		156	390	287	106	267	261
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	293	1690		590	1397		292	923	648	234	910	603
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.62		0.88	0.76		0.57	0.84	0.58	0.47	0.55	0.50

Intersection Summary













Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90

Intersection Signal Delay: 47.7
 Intersection Capacity Utilization 87.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1 29 s	 Ø2 (R) 49 s	 Ø3 20 s	 Ø4 42 s
 Ø5 29 s	 Ø6 (R) 49 s	 Ø7 20 s	 Ø8 42 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	394	261	123	13	239	212	121	596	44	240	585	357
Future Volume (vph)	394	261	123	13	239	212	121	596	44	240	585	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor			0.98	0.99	0.99			1.00		1.00		
Frt			0.850		0.929			0.990			0.984	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3610	1568	1805	3310	0	1736	3410	0	1745	3307	1393
Flt Permitted	0.950			0.950			0.236			0.172		
Satd. Flow (perm)	3400	3610	1538	1796	3310	0	431	3410	0	315	3307	1393
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			132									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)			4	4					7	7		
Confl. Bikes (#/hr)						18						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	3%	0%	0%	0%	4%	5%	0%	0%	3%	2%
Adj. Flow (vph)	424	281	132	14	257	228	130	641	47	258	629	384
Shared Lane Traffic (%)												20%
Lane Group Flow (vph)	424	281	132	14	485	0	130	688	0	258	706	307
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											









												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+pt		NA	pm+pt		NA	pm+ov
Protected Phases	7	4	5	3	8	5		2	1		6	7
Permitted Phases	4			2			6		6			
Detector Phase	7	4	5	3	8	5		2	1		6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0	3.0		15.0	3.0		15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0	8.0		21.0	8.0		21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0	20.0		46.0	20.0		46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%	14.5%		33.3%	14.5%		33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0	15.0		40.0	15.0		40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0		4.0	3.0		4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0		6.0	5.0		6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead		Lag	Lead		Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0	2.0		4.0	2.0		4.0	3.0
Recall Mode	None	None	None	None	None	None		Min	None		Min	None
Walk Time (s)	6.0											
Flash Dont Walk (s)	16.0											
Pedestrian Calls (#/hr)	0											
Act Effct Green (s)	19.7	42.8	53.6	5.6	21.9	40.1		29.3	48.7		33.7	59.6
Actuated g/C Ratio	0.18	0.40	0.50	0.05	0.20	0.37		0.27	0.45		0.31	0.55
v/c Ratio	0.68	0.20	0.16	0.15	0.72	0.47		0.74	0.78		0.68	0.40
Control Delay	48.9	23.7	3.2	60.0	48.3	24.6		42.2	38.6		37.7	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	48.9	23.7	3.2	60.0	48.3	24.6		42.2	38.6		37.7	16.5
LOS	D	C	A	E	D	C		D	D		D	B
Approach Delay	33.2											
Approach LOS	C											
Queue Length 50th (ft)	142	61	0	10	166	51		229	109		231	125
Queue Length 95th (ft)	232	122	32	35	263	107		344	#284		370	241
Internal Link Dist (ft)	743											
Turn Bay Length (ft)	470		450	110		495		255		150		
Base Capacity (vph)	845	1501	909	362	1108	370		1305	347		1270	861
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.50	0.19	0.15	0.04	0.44	0.35		0.53	0.74		0.56	0.36

Intersection Summary













Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 107.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78

Intersection Signal Delay: 36.8
 Intersection Capacity Utilization 76.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd

 Ø1	 Ø2	 Ø3	 Ø4
20 s	46 s	26 s	41 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	46 s	31 s	41 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	321	590	31	15	379	171	49	95	56	466	90	596
Future Volume (vph)	321	590	31	15	379	171	49	95	56	466	90	596
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor							1.00		0.99	1.00	1.00	0.99
Frt		0.993			0.953				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.965	
Satd. Flow (prot)	1770	6310	0	1805	4796	0	1805	1863	1615	1643	3309	2814
Flt Permitted	0.320			0.366			0.950			0.950	0.965	
Satd. Flow (perm)	596	6310	0	695	4796	0	1804	1863	1591	1639	3304	2777
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			80				70			655
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	3%	0%	0%	4%	1%	0%	2%	0%	0%	3%	1%
Adj. Flow (vph)	353	648	34	16	416	188	54	104	62	512	99	655
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	353	682	0	16	604	0	54	104	62	256	355	655
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			1		0	0		0	0	
Act Effct Green (s)	79.6	70.5		55.4	50.2		14.1	14.1	19.3	28.3	28.3	51.7
Actuated g/C Ratio	0.57	0.50		0.40	0.36		0.10	0.10	0.14	0.20	0.20	0.37
v/c Ratio	0.66	0.21		0.05	0.34		0.30	0.56	0.22	0.77	0.53	0.45
Control Delay	25.5	21.4		19.9	31.0		61.3	70.6	6.4	67.7	51.9	2.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	21.4		19.9	31.0		61.3	70.6	6.4	67.7	51.9	2.5
LOS	C	C		B	C		E	E	A	E	D	A
Approach Delay		22.8			30.7			50.2			29.6	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	168	100		6	132		46	92	0	243	159	0
Queue Length 95th (ft)	294	149		21	184		88	149	19	328	197	35
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	536	3181		481	1772		386	399	421	374	753	1449
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.21		0.03	0.34		0.14	0.26	0.15	0.68	0.47	0.45

Intersection Summary







Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 29.0

Intersection LOS: C

Intersection Capacity Utilization 85.9%
 Analysis Period (min) 15

ICU Level of Service E

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave

 Ø1	 Ø2 (R)	 Ø3	 Ø4
24 s	44 s	36 s	36 s
 Ø5	 Ø6 (R)		
24 s	44 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	132	640	140	213	769	127	2	225	387	194	4	136
Future Volume (vph)	132	640	140	213	769	127	2	225	387	194	4	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00					0.98		1.00
Frt		0.973			0.979					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1787	4985	0	3335	5010	0	0	1787	3610	2760	0	1788
Flt Permitted	0.950			0.950				0.395				0.410
Satd. Flow (perm)	1784	4985	0	3331	5010	0	0	743	3610	2717	0	770
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		34			22					200		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	3		1	1		3				3		3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	5%	1%	2%	0%	1%	0%	3%	0%	1%
Adj. Flow (vph)	136	660	144	220	793	131	2	232	399	200	4	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	804	0	220	924	0	0	234	399	200	0	144
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Perm	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6			3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		8	3	8	1	7	7
Switch Phase												

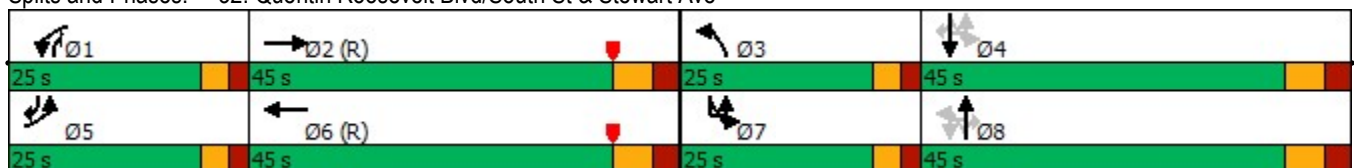
	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	240	92
Future Volume (vph)	240	92
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1583
Flt Permitted		
Satd. Flow (perm)	3505	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		95
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	3%	2%
Adj. Flow (vph)	247	95
Shared Lane Traffic (%)		
Lane Group Flow (vph)	247	95
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5
Switch Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	32.0		5.0	32.0		12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		19.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		45.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		32.1%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		38.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0		7.0			
Flash Dont Walk (s)							30.0		30.0			
Pedestrian Calls (#/hr)							0		0			
Act Effct Green (s)	15.9	65.3		14.5	63.9			42.4	22.2	38.7		33.1
Actuated g/C Ratio	0.11	0.47		0.10	0.46			0.30	0.16	0.28		0.24
v/c Ratio	0.67	0.34		0.64	0.40			0.64	0.70	0.22		0.51
Control Delay	75.2	24.5		68.5	27.0			45.9	62.2	4.4		41.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	75.2	24.5		68.5	27.0			45.9	62.2	4.4		41.9
LOS	E	C		E	C			D	E	A		D
Approach Delay		31.8			35.0				43.8			
Approach LOS		C			C				D			
Queue Length 50th (ft)	121	160		101	197			169	183	0		99
Queue Length 95th (ft)	186	230		141	284			226	232	28		142
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	259	2344		476	2299			377	979	1000		359
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.53	0.34		0.46	0.40			0.62	0.41	0.20		0.40

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 37.8
 Intersection Capacity Utilization 76.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D



















Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave















	↓	↙
Lane Group	SBT	SBR
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	17.1	40.0
Actuated g/C Ratio	0.12	0.29
v/c Ratio	0.58	0.18
Control Delay	62.8	6.3
Queue Delay	0.0	0.0
Total Delay	62.8	6.3
LOS	E	A
Approach Delay	45.5	
Approach LOS	D	
Queue Length 50th (ft)	114	0
Queue Length 95th (ft)	149	37
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	951	567
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.26	0.17
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB NB Saturday Midday-Holiday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1109	17	355	942	70	15	405	457	84	384	148
Future Volume (vph)	187	1109	17	355	942	70	15	405	457	84	384	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.998			0.990			0.922			0.964	
Flt Protected	0.950			0.950				0.999			0.993	
Satd. Flow (prot)	1805	5177	0	3433	3559	0	0	3217	0	0	3327	0
Flt Permitted	0.950			0.950				0.929			0.555	
Satd. Flow (perm)	1805	5177	0	3433	3559	0	0	2992	0	0	1859	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	0%	6%	0%	5%	2%	1%	6%	0%
Adj. Flow (vph)	193	1143	18	366	971	72	15	418	471	87	396	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	1161	0	366	1043	0	0	904	0	0	636	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	19.6	48.5		19.4	51.3			46.2			46.2	
Actuated g/C Ratio	0.14	0.34		0.14	0.36			0.33			0.33	
v/c Ratio	0.78	0.66		0.78	0.81			0.93			1.05	
Control Delay	80.5	42.0		71.7	47.2			63.0			97.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	80.5	42.0		71.7	47.2			63.0			97.5	
LOS	F	D		E	D			E			F	
Approach Delay		47.5			53.6			63.0			97.5	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	175	335		173	465			435			~347	
Queue Length 95th (ft)	#269	395		229	558			#584			#482	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	279	1824		532	1329			972			604	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.69	0.64		0.69	0.78			0.93			1.05	

Intersection Summary

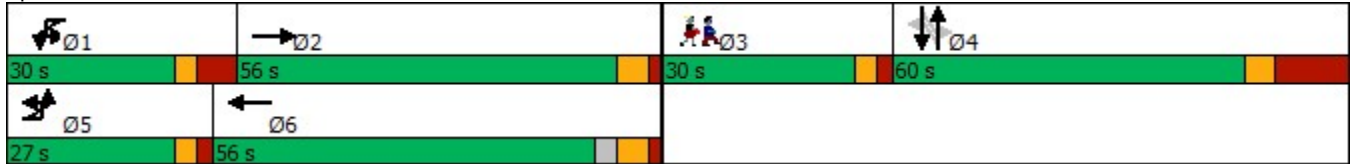
Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 142
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 60.1
 Intersection Capacity Utilization 115.1%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: E
 ICU Level of Service H

Lane Group	Ø3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	30.0
Total Split (%)	17%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



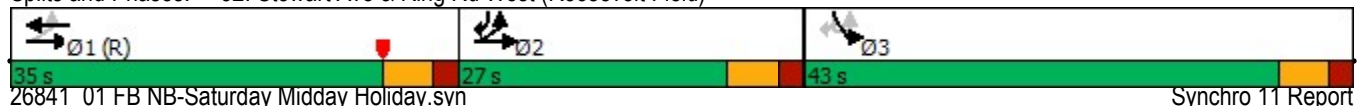
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	500	1166	791	163	3	88	537
Future Volume (vph)	500	1166	791	163	3	88	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Frt			0.974			0.888	0.850
Flt Protected	0.950					0.987	
Satd. Flow (prot)	1668	4793	4788	0	0	3092	1407
Flt Permitted	0.224					0.987	
Satd. Flow (perm)	393	4793	4788	0	0	3092	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			41			277	20
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	2%	2%	0%	1%	1%
Adj. Flow (vph)	515	1202	815	168	3	91	554
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	515	1202	983	0	0	371	277
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2
Permitted Phases	12				3		3
Detector Phase	2	12	1		3	3	2






















Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	75.9	81.9	45.2			11.1	47.8
Actuated g/C Ratio	0.72	0.78	0.43			0.11	0.46
v/c Ratio	0.78	0.32	0.47			0.65	0.43
Control Delay	31.2	3.7	21.1			17.8	20.8
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	31.2	3.7	21.1			17.8	20.8
LOS	C	A	C			B	C
Approach Delay		12.0	21.1			19.1	
Approach LOS		B	C			B	
Queue Length 50th (ft)	170	65	158			30	126
Queue Length 95th (ft)	#391	100	194			74	207
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	657	3739	2082			1268	651
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	0.78	0.32	0.47			0.29	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 16.0
 Intersection Capacity Utilization 70.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	36	1771	619	13	444	1983	102	449	52	702	203
Future Volume (vph)	3	36	1771	619	13	444	1983	102	449	52	702	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00		0.98		1.00	1.00			0.98	0.98	0.99
Frt				0.850			0.993			0.886	0.850	
Flt Protected		0.950				0.950			0.950	0.994		0.950
Satd. Flow (prot)	0	1685	4916	1636	0	3385	6208	0	3113	1412	1534	1754
Flt Permitted		0.950				0.950			0.950	0.994		0.950
Satd. Flow (perm)	0	1685	4916	1604	0	3383	6208	0	3113	1412	1507	1745
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				184			7			101	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		1		7		7		1			9	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	1%	0%	2%	0%	0%	1%
Adj. Flow (vph)	3	38	1845	645	14	463	2066	106	468	54	731	211
Shared Lane Traffic (%)									10%		44%	34%
Lane Group Flow (vph)	0	41	1845	645	0	477	2172	0	421	423	409	139
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												

Lane Group	SBT	SBR
Lane Configurations	↕	↗
Traffic Volume (vph)	68	68
Future Volume (vph)	68	68
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.975	
Satd. Flow (prot)	1676	1615
Flt Permitted	0.975	
Satd. Flow (perm)	1672	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	71	71
Shared Lane Traffic (%)		
Lane Group Flow (vph)	143	71
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	2			3		2	2		
Act Effct Green (s)		9.4	50.1	96.3		23.9	64.6		46.3	46.3	76.2	15.7
Actuated g/C Ratio		0.06	0.31	0.60		0.15	0.40		0.29	0.29	0.48	0.10
v/c Ratio		0.42	1.20	0.62		0.94	0.87		0.47	0.88	0.55	0.81
Control Delay		96.9	133.5	6.3		94.7	48.3		48.9	61.6	28.1	102.1
Queue Delay		0.0	0.0	0.0		0.0	0.1		0.0	0.0	0.0	0.0
Total Delay		96.9	133.5	6.3		94.7	48.4		48.9	61.6	28.1	102.1
LOS		F	F	A		F	D		D	E	C	F
Approach Delay			100.5				56.7			46.4		
Approach LOS			F				E			D		
Queue Length 50th (ft)		44	~864	120		258	600		200	394	268	152
Queue Length 95th (ft)		m57	m#936	m213		#366	675		259	#629	383	#274
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	1538	1048		507	2510		899	479	749	175
Starvation Cap Reductn		0	0	11		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	28		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.16	1.20	0.62		0.94	0.88		0.47	0.88	0.55	0.79

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.20

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	15.7	25.1
Actuated g/C Ratio	0.10	0.16
v/c Ratio	0.87	0.28
Control Delay	112.8	32.7
Queue Delay	0.0	0.0
Total Delay	112.8	32.7
LOS	F	C
Approach Delay	92.5	
Approach LOS	F	
Queue Length 50th (ft)	157	36
Queue Length 95th (ft)	#292	62
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	167	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.86	0.18







Intersection Summary















Intersection Signal Delay: 73.0
 Intersection Capacity Utilization 106.3%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service G

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

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	300	335	240	995	887	260
Future Volume (vph)	300	335	240	995	887	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.966	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1615	1752	3471	3380	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1615	367	3471	3380	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		8			49	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)		2	2			4
Confl. Bikes (#/hr)		4				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	3%	4%	3%	2%
Adj. Flow (vph)	313	349	250	1036	924	271
Shared Lane Traffic (%)						
Lane Group Flow (vph)	313	349	250	1036	1195	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	1					
Act Effct Green (s)	15.0	33.3	36.4	38.5	20.1	
Actuated g/C Ratio	0.23	0.51	0.56	0.59	0.31	
v/c Ratio	0.41	0.42	0.49	0.51	1.11	
Control Delay	22.9	11.4	11.9	9.8	89.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.9	11.4	11.9	9.8	89.2	
LOS	C	B	B	A	F	
Approach Delay	16.8			10.2	89.2	
Approach LOS	B			B	F	
Queue Length 50th (ft)	55	78	39	114	~296	
Queue Length 95th (ft)	87	132	109	205	#481	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1288	830	528	2008	1073	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.24	0.42	0.47	0.52	1.11	















Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 65.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 41.6
 Intersection Capacity Utilization 68.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service C

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	19	28	22	1284	1142	36
Future Volume (vph)	19	28	22	1284	1142	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor	1.00	0.99	1.00		1.00	
Frt		0.850			0.995	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1703	1615	1805	5036	3481	0
Flt Permitted	0.950		0.159			
Satd. Flow (perm)	1701	1595	302	5036	3481	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		29			4	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)	1		3			3
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	0%	0%	3%	3%	6%
Adj. Flow (vph)	20	29	23	1352	1202	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	29	23	1352	1240	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3	1 2			
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	1	1				
Act Effct Green (s)	10.1	10.1	36.2	46.3	25.2	
Actuated g/C Ratio	0.18	0.18	0.64	0.82	0.45	
v/c Ratio	0.07	0.09	0.05	0.33	0.79	
Control Delay	18.3	8.0	8.3	5.2	26.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.3	8.0	8.3	5.2	26.3	
LOS	B	A	A	A	C	
Approach Delay	12.2			5.3	26.3	
Approach LOS	B			A	C	
Queue Length 50th (ft)	6	0	1	0	117	
Queue Length 95th (ft)	19	16	17	195	#595	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	835	796	625	4155	1560	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.04	0.04	0.33	0.79	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 56.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 15.2
 Intersection Capacity Utilization 47.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Intersection LOS: B
 ICU Level of Service A

Queue shown is maximum after two cycles.

Splits and Phases: 56: Merrick Ave & Privado Rd











N-3 2030 Build Conditions

N-3.1 Weekday AM peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	1712	2687	39	0	17
Future Volume (vph)	0	1712	2687	39	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	4940	4933	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	4940	4933	0	0	1644
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Peds. (#/hr)	3			3		2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	5%	0%	0%	0%
Adj. Flow (vph)	0	1945	3053	44	0	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1945	3097	0	0	19
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 63.4% ICU Level of Service B
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

FB B weekday AM peak hour
 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	1712	2687	39	0	17	
Future Volume (Veh/h)	0	1712	2687	39	0	17	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	0	1945	3053	44	0	19	
Pedestrians		2			3		
Lane Width (ft)		12.0			12.0		
Walking Speed (ft/s)		3.5			3.5		
Percent Blockage		0			0		
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.66		
vC, conflicting volume	3056				3726	1045	
vC1, stage 1 conf vol					3078		
vC2, stage 2 conf vol					648		
vCu, unblocked vol	3056				3333	1045	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	92	
cM capacity (veh/h)	111				20	228	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	648	648	648	1221	1221	655	19
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	44	19
cSH	1700	1700	1700	1700	1700	1700	228
Volume to Capacity	0.38	0.38	0.38	0.72	0.72	0.39	0.08
Queue Length 95th (ft)	0	0	0	0	0	0	7
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	22.2
Lane LOS							C
Approach Delay (s)	0.0			0.0			22.2
Approach LOS							C
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utilization			63.4%		ICU Level of Service		B
Analysis Period (min)			15				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	25	2	1526	332	7	446	2085	166	311	8	131	47
Future Volume (vph)	25	2	1526	332	7	446	2085	166	311	8	131	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		500		275	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.86	0.91	0.97
Ped Bike Factor		1.00		0.99		1.00		0.99				
Frt				0.850				0.850		0.971	0.850	
Flt Protected		0.950				0.950			0.950	0.963		0.950
Satd. Flow (prot)	0	3385	4988	1503	0	3226	5036	1652	1586	2874	1400	3268
Flt Permitted		0.950				0.950			0.950	0.963		0.950
Satd. Flow (perm)	0	3384	4988	1485	0	3225	5036	1631	1586	2874	1400	3268
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		4		2		2		4				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	11%	0%	5%	3%	1%	7%	0%	5%	0%
Adj. Flow (vph)	29	2	1774	386	8	519	2424	193	362	9	152	55
Shared Lane Traffic (%)									50%		30%	
Lane Group Flow (vph)	0	31	1774	386	0	527	2424	193	181	236	106	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	53	2
Future Volume (vph)	53	2
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.995	
Flt Protected		
Satd. Flow (prot)	1731	0
Flt Permitted		
Satd. Flow (perm)	1731	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	62	2
Shared Lane Traffic (%)		
Lane Group Flow (vph)	64	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	50	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		6.0	55.1	160.0		34.3	85.5	160.0	26.0	26.0	26.0	15.6
Actuated g/C Ratio		0.04	0.34	1.00		0.21	0.53	1.00	0.16	0.16	0.16	0.10
v/c Ratio		0.24	1.03	0.26		0.76	0.90	0.12	0.70	0.51	0.46	0.17
Control Delay		92.0	59.3	0.3		66.5	39.7	0.2	77.6	65.9	68.9	63.6
Queue Delay		0.0	6.8	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		92.0	66.2	0.3		66.5	39.7	0.2	77.6	65.9	68.9	63.6
LOS		F	E	A		E	D	A	E	E	E	E
Approach Delay			54.9				41.7			70.6		
Approach LOS			D				D			E		
Queue Length 50th (ft)		15	~663	0		267	810	0	196	130	109	28
Queue Length 95th (ft)		m23	#769	0		#419	#1049	0	#385	#190	#204	41
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		500		275	475			250
Base Capacity (vph)		486	1717	1485		691	2692	1631	258	467	228	755
Starvation Cap Reductn		0	30	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.06	1.05	0.26		0.76	0.90	0.12	0.70	0.51	0.46	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03

Lane Group	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	15.0	
Total Split (s)	45.0	
Total Split (%)	28.1%	
Maximum Green (s)	37.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	36.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	15.6	
Actuated g/C Ratio	0.10	
v/c Ratio	0.38	
Control Delay	70.7	
Queue Delay	0.0	
Total Delay	70.7	
LOS	E	
Approach Delay	67.4	
Approach LOS	E	
Queue Length 50th (ft)	66	
Queue Length 95th (ft)	94	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	400	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.16	

Intersection Summary

2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

05/23/2024

Intersection Signal Delay: 49.6

Intersection LOS: D

Intersection Capacity Utilization 79.6%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.







Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













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









Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1 29 s	 Ø2 (R) 61 s	 Ø4 45 s	 Ø3 25 s
 Ø5 29 s	 Ø6 (R) 61 s		

Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

FB B weekday AM peak hour
 05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	4	1806	40	7	59	2356	73	71	
Future Volume (vph)	4	1806	40	7	59	2356	73	71	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			1.00		1.00		
Frt		0.997					0.933		
Flt Protected					0.950		0.975		
Satd. Flow (prot)	0	4925	0	0	1805	6285	1855	0	
Flt Permitted		0.919			0.950		0.975		
Satd. Flow (perm)	0	4526	0	0	1801	6285	1854	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		4					25		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			6		6		1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Heavy Vehicles (%)	0%	5%	3%	0%	0%	4%	2%	3%	
Adj. Flow (vph)	5	2052	45	8	67	2677	83	81	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	2102	0	0	75	2677	164	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		1	1	2	1		
Detector Template	Left	Thru		Left	Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

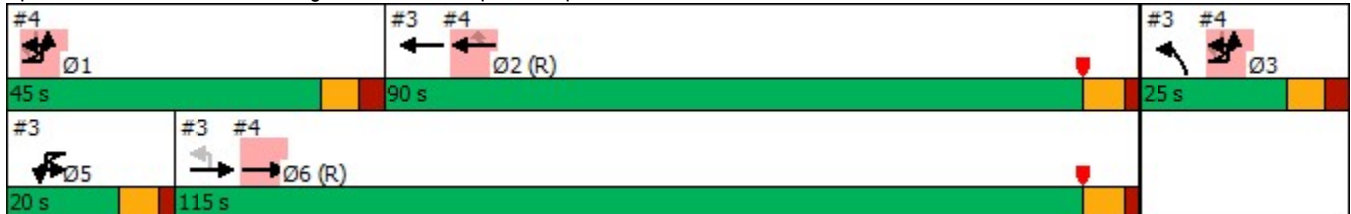
									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	115.0	115.0		20.0	20.0	90.0	25.0		45.0
Total Split (%)	71.9%	71.9%		12.5%	12.5%	56.3%	15.6%		28%
Maximum Green (s)	108.0	108.0		13.3	13.3	83.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	2		
Act Effct Green (s)		112.4			10.5	112.0	15.6		
Actuated g/C Ratio		0.70			0.07	0.70	0.10		
v/c Ratio		0.66			0.63	0.61	0.81		
Control Delay		2.4			86.0	5.1	87.6		
Queue Delay		0.3			0.0	0.1	0.3		
Total Delay		2.7			86.0	5.2	87.8		
LOS		A			F	A	F		
Approach Delay		2.7				7.4	87.8		
Approach LOS		A				A	F		
Queue Length 50th (ft)		19			78	150	144		
Queue Length 95th (ft)		19			m98	103	#237		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3181			150	4398	222		
Starvation Cap Reductn		0			0	520	0		
Spillback Cap Reductn		444			0	14	2		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.77			0.50	0.69	0.75		

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81













Intersection Signal Delay: 8.1
 Intersection Capacity Utilization 75.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B weekday AM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	7	85	1850	1840	592	0	22			
Future Volume (vph)	7	85	1850	1840	592	0	22			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	4893	4940	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3500	4893	4940	1639	0	2900			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	6%	5%	0%	0%	0%			
Adj. Flow (vph)	8	92	2011	2000	643	0	24			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	100	2011	2000	643	0	24			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B weekday AM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				2	
Act Effct Green (s)		33.3	112.4	112.0	112.0		33.3			
Actuated g/C Ratio		0.21	0.70	0.70	0.70		0.21			
v/c Ratio		0.14	0.58	0.58	0.56		0.04			
Control Delay		49.5	8.2	2.5	3.6		49.8			
Queue Delay		0.0	0.0	0.1	0.2		0.0			
Total Delay		49.5	8.2	2.6	3.8		49.8			
LOS		D	A	A	A		D			
Approach Delay			10.1	2.9		49.8				
Approach LOS			B	A		D				
Queue Length 50th (ft)		45	228	33	29		11			
Queue Length 95th (ft)		m72	m241	51	50		26			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1296	3438	3457	1146		1073			
Starvation Cap Reductn		0	0	226	76		0			
Spillback Cap Reductn		0	13	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.08	0.59	0.62	0.60		0.02			

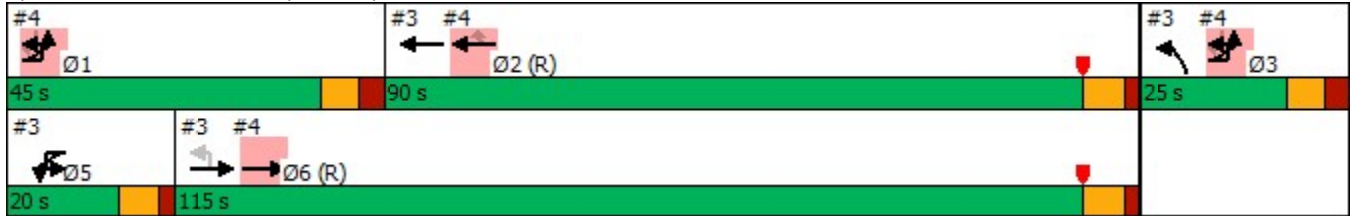
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81

Intersection Signal Delay: 6.3
 Intersection Capacity Utilization 60.0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	444	1182	53	19	201	1372	278	92	452	114	328
Future Volume (vph)	1	444	1182	53	19	201	1372	278	92	452	114	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	1.00	1.00		
Frt				0.850				0.850		0.970		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3143	4848	1322	0	3408	4893	1561	1542	3134	0	1457
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	4848	1300	0	3403	4893	1542	1535	3133	0	1457
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		1		4		4		1	7			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	7%	14%	0%	3%	6%	0%	3%	7%	7%	9%
Adj. Flow (vph)	1	463	1231	55	20	209	1429	290	96	471	119	342
Shared Lane Traffic (%)									10%			42%
Lane Group Flow (vph)	0	464	1231	55	0	229	1429	290	86	600	0	198
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	234	140
Future Volume (vph)	234	140
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.98
Frt	0.994	0.850
Flt Protected	0.982	
Satd. Flow (prot)	2823	1257
Flt Permitted	0.982	
Satd. Flow (perm)	2823	1233
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	9%	13%
Adj. Flow (vph)	244	146
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	403	131
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			2	2			0					0
Act Effct Green (s)		25.8	62.8	62.8		15.1	52.1	160.0	23.0	23.0		29.1
Actuated g/C Ratio		0.16	0.39	0.39		0.09	0.33	1.00	0.14	0.14		0.18
v/c Ratio		0.92	0.65	0.11		0.71	0.90	0.19	0.39	1.33		0.75
Control Delay		101.8	42.9	44.1		98.0	57.5	0.2	68.0	214.3		79.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		101.8	42.9	44.1		98.0	57.5	0.2	68.0	214.3		79.2
LOS		F	D	D		F	E	A	E	F		E
Approach Delay			58.6				53.7			196.0		
Approach LOS			E				D			F		
Queue Length 50th (ft)		266	250	30		0	479	0	91	~446		216
Queue Length 95th (ft)		#370	392	m68		163	#624	0	156	#579		316
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		511	1902	509		532	1592	1542	221	450		300
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.91	0.65	0.11		0.43	0.90	0.19	0.39	1.33		0.66

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated







	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	29.1	29.1
Actuated g/C Ratio	0.18	0.18
v/c Ratio	0.79	0.58
Control Delay	73.6	70.2
Queue Delay	0.0	0.0
Total Delay	73.6	70.2
LOS	E	E
Approach Delay	74.5	
Approach LOS	E	
Queue Length 50th (ft)	234	138
Queue Length 95th (ft)	300	217
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	582	254
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.69	0.52
Intersection Summary		





















Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 77.4
 Intersection Capacity Utilization 98.1%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F













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

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 56 s	 Ø3 31 s	 Ø4 41 s
 Ø5 32 s	 Ø6 (R) 56 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	13	0	18	144	1	127	62	1042	71	3	113	542
Future Volume (vph)	13	0	18	144	1	127	62	1042	71	3	113	542
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	115		285		110	
Storage Lanes	0		0	1		0	1		1		1	
Taper Length (ft)	0			0			70				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Ped Bike Factor		0.99			0.99		0.99		0.98		1.00	1.00
Frt		0.922			0.851				0.850			0.981
Flt Protected		0.979		0.950			0.950				0.950	
Satd. Flow (prot)	0	1501	0	1805	1507	0	1805	5036	1615	0	1805	4695
Flt Permitted		0.865		0.736			0.389				0.173	
Satd. Flow (perm)	0	1327	0	1398	1507	0	734	5036	1590	0	329	4695
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		82			135				82			24
Link Speed (mph)		30			30			35				35
Link Distance (ft)		391			221			1000				393
Travel Time (s)		8.9			5.0			19.5				7.7
Confl. Peds. (#/hr)							10		3		3	
Confl. Bikes (#/hr)			5			1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	23%	0%	0%	6%	0%	3%	0%	0%	0%	9%
Adj. Flow (vph)	14	0	19	153	1	135	66	1109	76	3	120	577
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	153	136	0	66	1109	76	0	123	661
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			30				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		32			32			32				45
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1		1	1		1	2	1	1	1	2
Detector Template	Left							Thru	Right	Left		Thru
Leading Detector (ft)	20	30		30	30		30	100	20	20	30	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		30	6	20	20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	79
Future Volume (vph)	79
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	10
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	0%
Adj. Flow (vph)	84
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2		2	6	6	
Detector Phase	4	4		8	8		5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	20.0	20.0	3.0	3.0	20.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	26.0	26.0	9.0	9.0	26.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	46.0	46.0	22.0	22.0	46.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	38.3%	38.3%	18.3%	18.3%	38.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	40.0	40.0	16.0	16.0	40.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2	0.2	3.0	3.0	0.2
Recall Mode	None	None		None	None		None	Min	Min	None	None	Min
Walk Time (s)				7.0	7.0			7.0	7.0			7.0
Flash Dont Walk (s)				38.0	38.0			26.0	26.0			26.0
Pedestrian Calls (#/hr)				1	1			0	0			0
Act Effct Green (s)		16.3		16.3	16.3		29.3	23.6	23.6		32.0	27.2
Actuated g/C Ratio		0.25		0.25	0.25		0.46	0.37	0.37		0.50	0.42
v/c Ratio		0.08		0.43	0.28		0.14	0.60	0.12		0.35	0.33
Control Delay		0.4		24.6	5.6		10.9	21.4	5.9		12.8	16.1
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay		0.4		24.6	5.6		10.9	21.4	5.9		12.8	16.1
LOS		A		C	A		B	C	A		B	B
Approach Delay		0.4			15.6			19.9				15.6
Approach LOS		A			B			B				B
Queue Length 50th (ft)		0		47	0		9	115	0		17	58
Queue Length 95th (ft)		0		117	36		49	305	31		82	162
Internal Link Dist (ft)		311			141			920				313
Turn Bay Length (ft)							115		285		110	
Base Capacity (vph)		1031		1065	1180		688	3469	1120		584	3241
Starvation Cap Reductn		0		0	0		0	0	0		0	0
Spillback Cap Reductn		0		0	0		0	0	0		0	0
Storage Cap Reductn		0		0	0		0	0	0		0	0
Reduced v/c Ratio		0.03		0.14	0.12		0.10	0.32	0.07		0.21	0.20

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 64.3
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 17.7
 Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary





















Intersection Capacity Utilization 56.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	419	6	314	18	0	128	0	1180	4	46	21	406
Future Volume (vph)	419	6	314	18	0	128	0	1180	4	46	21	406
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	2		1	1		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor			0.99	1.00		0.99						
Frt			0.850			0.850						
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3303	1900	1524	1805	0	2707	0	6285	0	0	1805	3343
Flt Permitted	0.950			0.950							0.130	
Satd. Flow (perm)	3303	1900	1505	1802	0	2668	0	6285	0	0	247	3343
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			341			139						
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			459			581				476
Travel Time (s)		15.0			10.4			11.3				9.3
Confl. Peds. (#/hr)			1	1			9					
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	6%	0%	0%	5%	0%	4%	0%	0%	0%	8%
Adj. Flow (vph)	455	7	341	20	0	139	0	1283	4	50	23	441
Shared Lane Traffic (%)												
Lane Group Flow (vph)	455	7	341	20	0	139	0	1287	0	0	73	441
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	9
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		3						0				0
Act Effct Green (s)	20.5	11.1	77.9	15.9		15.9		35.3			44.6	44.6
Actuated g/C Ratio	0.26	0.14	1.00	0.20		0.20		0.45			0.57	0.57
v/c Ratio	0.52	0.03	0.23	0.05		0.21		0.45			0.28	0.23
Control Delay	27.6	32.3	0.4	35.2		8.6		17.0			11.6	9.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	27.6	32.3	0.4	35.2		8.6		17.0			11.6	9.4
LOS	C	C	A	D		A		B			B	A
Approach Delay		16.1			11.9			17.0				9.7
Approach LOS		B			B			B				A
Queue Length 50th (ft)	101	3	0	8		0		114			12	43
Queue Length 95th (ft)	156	16	0	37		32		238			50	121
Internal Link Dist (ft)		908			379			501				396
Turn Bay Length (ft)			700			200					140	
Base Capacity (vph)	2776	775	1505	736		1171		3421			1003	3207
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.16	0.01	0.23	0.03		0.12		0.38			0.07	0.14

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 77.9
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 15.1
 Intersection LOS: B

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 59.5%

ICU Level of Service B













Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	474	869	316	21	655	407	0	0	102
Future Volume (vph)	0	0	0	474	869	316	21	655	407	0	0	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								0.99				1.00
Frt					0.995	0.850						0.989
Flt Protected				0.950	0.997			0.950				
Satd. Flow (prot)	0	0	0	1564	3175	1455	0	3340	3574	0	0	3467
Flt Permitted				0.950	0.997			0.950				
Satd. Flow (perm)	0	0	0	1564	3175	1455	0	3303	3574	0	0	3467
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					3	223						5
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								6				
Confl. Bikes (#/hr)			4									
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	5%	2%	1%	0%	5%	1%	0%	0%	3%
Adj. Flow (vph)	0	0	0	608	1114	405	27	840	522	0	0	131
Shared Lane Traffic (%)				10%		10%						
Lane Group Flow (vph)	0	0	0	547	1216	364	0	867	522	0	0	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	8	
Future Volume (vph)	8	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	6	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.78	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	10	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				35.9	41.6	41.6		25.6	44.4			11.6
Actuated g/C Ratio				0.36	0.41	0.41		0.25	0.44			0.12
v/c Ratio				0.98	1.00	0.50		1.02	0.33			0.35
Control Delay				67.5	57.3	9.8		73.4	21.0			44.2
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				67.5	57.3	9.8		73.4	21.0			44.2
LOS				E	E	A		E	C			D
Approach Delay					51.8				53.7			44.2
Approach LOS					D				D			D
Queue Length 50th (ft)				327	~407	60		255	96			38
Queue Length 95th (ft)				#759	418	95		#528	197			81
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)				150				220				
Base Capacity (vph)				558	1696	1165		852	2443			1241
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.98	0.72	0.31		1.02	0.21			0.11

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 100.4
 Natural Cycle: 145
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 52.2
 Intersection LOS: D

Lane Group	SBR	Ø8
Detector 2 Extend (s)		
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Intersection Capacity Utilization 74.2%

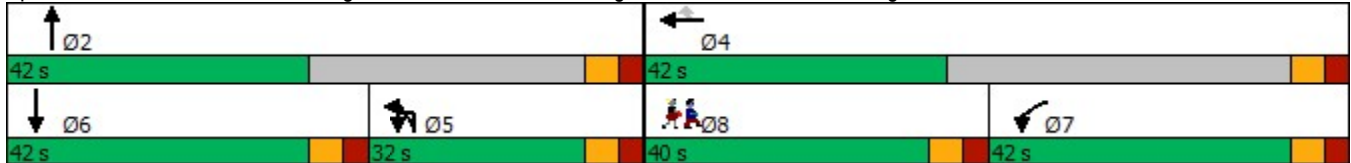
ICU Level of Service D










Analysis Period (min) 15

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

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










Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	798	26	0	1914	0	61
Future Volume (vph)	798	26	0	1914	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt	0.995					0.865
Flt Protected						
Satd. Flow (prot)	6091	0	0	6408	0	1611
Flt Permitted						
Satd. Flow (perm)	6091	0	0	6408	0	1611
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	256	
Travel Time (s)	9.8			1.9	5.8	
Confl. Peds. (#/hr)		2	2			
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	7%	0%	0%	2%	0%	2%
Adj. Flow (vph)	1093	36	0	2622	0	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1129	0	0	2622	0	84
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 31.1% ICU Level of Service A
 Analysis Period (min) 15

									
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations									
Traffic Volume (veh/h)	798	26	0	1914	0	61			
Future Volume (Veh/h)	798	26	0	1914	0	61			
Sign Control	Free			Free	Yield				
Grade	0%			0%	0%				
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73			
Hourly flow rate (vph)	1093	36	0	2622	0	84			
Pedestrians					2				
Lane Width (ft)					12.0				
Walking Speed (ft/s)					3.5				
Percent Blockage					0				
Right turn flare (veh)									
Median type	Raised			Raised					
Median storage veh	1			1					
Upstream signal (ft)	646								
pX, platoon unblocked									
vC, conflicting volume				1095	1768	293			
vC1, stage 1 conf vol					1113				
vC2, stage 2 conf vol					656				
vCu, unblocked vol				1095	1768	293			
tC, single (s)				4.1	6.8	6.9			
tC, 2 stage (s)					5.8				
tF (s)				2.2	3.5	3.3			
p0 queue free %				100	100	88			
cM capacity (veh/h)				644	193	702			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	312	312	312	192	656	656	656	656	84
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	36	0	0	0	0	84
cSH	1700	1700	1700	1700	1700	1700	1700	1700	702
Volume to Capacity	0.18	0.18	0.18	0.11	0.39	0.39	0.39	0.39	0.12
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	10
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.8
Lane LOS									B
Approach Delay (s)	0.0				0.0				10.8
Approach LOS									B
Intersection Summary									
Average Delay				0.2					
Intersection Capacity Utilization				31.1%	ICU Level of Service				A
Analysis Period (min)				15					







						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	859	1825	438	0	89
Future Volume (vph)	0	859	1825	438	0	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	0.86	1.00	1.00
Frt			0.971			0.865
Flt Protected						
Satd. Flow (prot)	0	6166	6197	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	6166	6197	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	0%	6%	3%	0%	0%	0%
Adj. Flow (vph)	0	1177	2500	600	0	122
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1177	3100	0	0	122
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	















Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 46.0% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 10: Charles Lindbergh Blvd & Perimeter Rd

FB B weekday AM peak hour
 05/23/2024

										
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations		↑↑↑	↑↑↑			↗				
Traffic Volume (veh/h)	0	859	1825	438	0	89				
Future Volume (Veh/h)	0	859	1825	438	0	89				
Sign Control		Free	Free		Yield					
Grade		0%	0%		0%					
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73				
Hourly flow rate (vph)	0	1177	2500	600	0	122				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		Raised	Raised							
Median storage veh		1	1							
Upstream signal (ft)		770								
pX, platoon unblocked										
vC, conflicting volume	2500					3094	925			
vC1, stage 1 conf vol						2800				
vC2, stage 2 conf vol						294				
vCu, unblocked vol	2500					3094	925			
tC, single (s)	4.1					6.8	6.9			
tC, 2 stage (s)						5.8				
tF (s)	2.2					3.5	3.3			
p0 queue free %	100					100	56			
cM capacity (veh/h)	185					29	275			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	294	294	294	294	714	714	714	957	122	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	600	122	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	275	
Volume to Capacity	0.17	0.17	0.17	0.17	0.42	0.42	0.42	0.56	0.44	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	54	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.2	
Lane LOS									D	
Approach Delay (s)	0.0					0.0				28.2
Approach LOS									D	
Intersection Summary										
Average Delay			0.8							
Intersection Capacity Utilization			46.0%	ICU Level of Service				A		
Analysis Period (min)			15							

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	261	0	407	650	318	284
Future Volume (vph)	261	0	407	650	318	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3213	0	1787	3252	2959	1468
Flt Permitted	0.950		0.538			
Satd. Flow (perm)	3213	0	1012	3252	2959	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						319
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	9%	0%	1%	11%	22%	10%
Adj. Flow (vph)	293	0	457	730	357	319
Shared Lane Traffic (%)						
Lane Group Flow (vph)	293	0	457	730	357	319
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	10.6		35.5	35.5	20.2	20.2
Actuated g/C Ratio	0.18		0.61	0.61	0.35	0.35
v/c Ratio	0.50		0.62	0.37	0.35	0.44
Control Delay	25.3		13.3	6.5	16.8	4.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	25.3		13.3	6.5	16.8	4.8
LOS	C		B	A	B	A
Approach Delay	25.3			9.1	11.2	
Approach LOS	C			A	B	
Queue Length 50th (ft)	45		69	55	44	0
Queue Length 95th (ft)	89		140	98	100	52
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1395		984	2429	1028	718
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.21		0.46	0.30	0.35	0.44

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 58.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 12.0
 Intersection LOS: B

Intersection Capacity Utilization 62.0%
Analysis Period (min) 15

ICU Level of Service B

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke













FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	122	1152	344	1	98	1768	390	581	634	60	53	206
Future Volume (vph)	122	1152	344	1	98	1768	390	581	634	60	53	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00				1.00	1.00			1.00		1.00	
Frt			0.850			0.973			0.987			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1641	4988	1599	0	1613	6123	0	3400	3261	0	3127	3034
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1641	4988	1599	0	1612	6123	0	3400	3261	0	3118	3034
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	3		3		3		3			5	5	
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	4%	1%	0%	12%	3%	6%	3%	9%	10%	12%	19%
Adj. Flow (vph)	126	1188	355	1	101	1823	402	599	654	62	55	212
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	1188	355	0	102	2225	0	599	716	0	55	212
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	109
Future Volume (vph)	109
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1417
Flt Permitted	
Satd. Flow (perm)	1417
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	14%
Adj. Flow (vph)	112
Shared Lane Traffic (%)	
Lane Group Flow (vph)	112
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

FB B weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	34.0	65.0		34.0	34.0	65.0		39.0	42.0		39.0	42.0
Total Split (%)	18.9%	36.1%		18.9%	18.9%	36.1%		21.7%	23.3%		21.7%	23.3%
Maximum Green (s)	26.7	58.0		26.7	26.7	58.0		32.0	34.0		32.0	34.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				2			1			1
Act Effct Green (s)	19.1	72.9	111.9		16.7	70.4		32.0	56.0		7.6	29.2
Actuated g/C Ratio	0.11	0.40	0.62		0.09	0.39		0.18	0.31		0.04	0.16
v/c Ratio	0.72	0.59	0.36		0.68	0.93		0.99	0.71		0.42	0.43
Control Delay	100.1	44.2	18.8		106.1	57.8		106.9	59.9		93.0	70.7
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	100.1	44.2	18.8		106.1	57.8		106.9	59.9		93.0	70.7
LOS	F	D	B		F	E		F	E		F	E
Approach Delay		43.0				59.9			81.3			66.9
Approach LOS		D				E			F			E
Queue Length 50th (ft)	147	391	190		110	667		369	411		33	122
Queue Length 95th (ft)	218	501	314		171	#923		#502	474		59	162
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	243	2019	993		239	2396		604	1014		555	573
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.52	0.59	0.36		0.43	0.93		0.99	0.71		0.10	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 106 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	55.6
Actuated g/C Ratio	0.31
v/c Ratio	0.26
Control Delay	46.9
Queue Delay	0.0
Total Delay	46.9
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	102
Queue Length 95th (ft)	144
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	485
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.23

Intersection Summary













Intersection Signal Delay: 60.4
 Intersection Capacity Utilization 88.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: Merrick Ave & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø3	 Ø4
34 s	65 s	39 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
34 s	65 s	39 s	42 s










Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

FB B weekday AM peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	10	1159	1	3	0	2281	0	0	
Future Volume (vph)	10	1159	1	3	0	2281	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt									
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4818	0	0	1685	4868	0	0	
Flt Permitted	0.056				0.215				
Satd. Flow (perm)	99	4818	0	0	381	4868	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)									
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			9		9				
Confl. Bikes (#/hr)						1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	0%	4%	100%	0%	0%	3%	0%	0%	
Adj. Flow (vph)	11	1233	1	3	0	2427	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	11	1234	0	0	3	2427	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke




FB B weekday AM peak hour
 05/23/2024

										
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø3	
Detector Phase	2	2		6	6	6				
Switch Phase										
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0	
Total Split (s)	147.0	147.0		147.0	147.0	147.0			33.0	
Total Split (%)	81.7%	81.7%		81.7%	81.7%	81.7%			18%	
Maximum Green (s)	140.0	140.0		140.0	140.0	140.0			30.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0				
Total Lost Time (s)	7.0	7.0			7.0	7.0				
Lead/Lag										
Lead-Lag Optimize?										
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None	
Walk Time (s)									7.0	
Flash Dont Walk (s)									30.0	
Pedestrian Calls (#/hr)									1	
Act Effct Green (s)	172.0	172.0			172.0	172.0				
Actuated g/C Ratio	0.96	0.96			0.96	0.96				
v/c Ratio	0.12	0.27			0.01	0.52				
Control Delay	7.8	2.7			1.7	1.6				
Queue Delay	0.0	0.0			0.0	0.0				
Total Delay	7.8	2.7			1.7	1.6				
LOS	A	A			A	A				
Approach Delay		2.8				1.6				
Approach LOS		A				A				
Queue Length 50th (ft)	0	0			0	5				
Queue Length 95th (ft)	m9	524			m0	102				
Internal Link Dist (ft)		1107				987	130			
Turn Bay Length (ft)	120				125					
Base Capacity (vph)	95	4604			364	4652				
Starvation Cap Reductn	0	0			0	0				
Spillback Cap Reductn	0	0			0	0				
Storage Cap Reductn	0	0			0	0				
Reduced v/c Ratio	0.12	0.27			0.01	0.52				

Intersection Summary















Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 38 (21%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 2.0
 Intersection Capacity Utilization 49.9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.









Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R)	 Ø3
147 s	33 s
 Ø6 (R)	
147 s	

Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

FB B weekday AM peak hour
 05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	16	1127	18	1	5	2196	73	17
Future Volume (vph)	16	1127	18	1	5	2196	73	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			0.99		1.00	0.98
Frt		0.998						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1687	4974	0	0	1805	4988	1805	1615
Flt Permitted	0.061				0.950		0.950	
Satd. Flow (perm)	108	4974	0	0	1795	4988	1802	1590
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		3						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			5		5		1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	4%	6%	0%	0%	4%	0%	0%
Adj. Flow (vph)	17	1186	19	1	5	2312	77	18
Shared Lane Traffic (%)								
Lane Group Flow (vph)	17	1205	0	0	6	2312	77	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	124.0	124.0		20.0	20.0	144.0	36.0	36.0
Total Split (%)	68.9%	68.9%		11.1%	11.1%	80.0%	20.0%	20.0%
Maximum Green (s)	117.0	117.0		15.0	15.0	137.0	29.0	29.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							2	2
Act Effct Green (s)	148.5	148.5			5.4	150.8	15.2	15.2
Actuated g/C Ratio	0.82	0.82			0.03	0.84	0.08	0.08
v/c Ratio	0.19	0.29			0.11	0.55	0.51	0.13
Control Delay	7.8	0.4			67.2	8.0	88.2	74.2
Queue Delay	0.0	0.0			0.0	0.3	0.0	0.0
Total Delay	7.8	0.4			67.2	8.2	88.2	74.2
LOS	A	A			E	A	F	E
Approach Delay		0.5				8.4	85.5	
Approach LOS		A				A	F	
Queue Length 50th (ft)	0	1			7	234	90	20
Queue Length 95th (ft)	13	6			m10	345	139	46
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	89	4103			150	4177	290	256
Starvation Cap Reductn	0	0			0	985	0	0
Spillback Cap Reductn	0	145			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.19	0.30			0.04	0.72	0.27	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 25 (14%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 7.7
 Intersection LOS: A























Intersection Capacity Utilization 59.7% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke

 Ø1 20 s	 Ø2 (R) 124 s	 Ø3 36 s
 Ø5 (R) 144 s		

Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB B weekday AM peak hour
 05/23/2024

													
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Traffic Volume (vph)	32	1020	104	1	20	1851	631	400	283	20	119	58	
Future Volume (vph)	32	1020	104	1	20	1851	631	400	283	20	119	58	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11	
Storage Length (ft)	115		0		140		50	40		0	130		
Storage Lanes	1		0		1		1	1		0	1		
Taper Length (ft)	140				140			50			55		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97	1.00	
Ped Bike Factor	1.00	1.00			1.00			1.00				1.00	
Frt		0.986					0.850		0.990			0.979	
Flt Protected	0.950				0.950			0.950			0.950		
Satd. Flow (prot)	1745	4719	0	0	1579	4821	1546	3319	1772	0	3319	1692	
Flt Permitted	0.950				0.950			0.950			0.950		
Satd. Flow (perm)	1744	4719	0	0	1578	4821	1546	3307	1772	0	3319	1692	
Right Turn on Red			No				No			No			
Satd. Flow (RTOR)													
Link Speed (mph)		40				40			30			35	
Link Distance (ft)		639				644			381			449	
Travel Time (s)		10.9				11.0			8.7			8.7	
Confl. Peds. (#/hr)	3		2		2		3	3					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	5%	1%	0%	11%	4%	1%	2%	2%	11%	2%	7%	
Parking (#/hr)										0			
Adj. Flow (vph)	33	1052	107	1	21	1908	651	412	292	21	123	60	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	33	1159	0	0	22	1908	651	412	313	0	123	70	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left	
Median Width(ft)		24				30			22			45	
Link Offset(ft)		6				-7			-8			-30	
Crosswalk Width(ft)		30				16			16			16	
Two way Left Turn Lane													
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	
Turning Speed (mph)	15		9	9	15		9	15		9	15		
Number of Detectors	2	2		1	2	2	0	2	2		2	2	
Detector Template		Thru		Left		Thru							
Leading Detector (ft)	50	100		0	50	100	0	50	36		50	36	
Trailing Detector (ft)	0	0		0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	20	6	0	20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94			30	94		30	30		30	30	
Detector 2 Size(ft)	20	6			20	6		20	6		20	6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	10
Future Volume (vph)	10
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Flt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	3
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Parking (#/hr)	
Adj. Flow (vph)	10
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split	NA
Protected Phases	1	5		6	6	2	27	8	8		7	7
Permitted Phases												
Detector Phase	1	5		6	6	2	27	8	8		7	7
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0	13.0
Total Split (s)	26.0	70.0		26.0	26.0	70.0		42.0	42.0		42.0	42.0
Total Split (%)	14.4%	38.9%		14.4%	14.4%	38.9%		23.3%	23.3%		23.3%	23.3%
Maximum Green (s)	19.0	62.0		18.0	18.0	62.0		34.0	34.0		34.0	34.0
Yellow Time (s)	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	8.0			8.0	8.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0					7.0	7.0
Flash Dont Walk (s)		27.0				27.0					34.0	34.0
Pedestrian Calls (#/hr)		1				0					1	1
Act Effct Green (s)	7.9	82.7			12.9	85.7	115.7	35.8	35.8		22.0	22.0
Actuated g/C Ratio	0.04	0.46			0.07	0.48	0.64	0.20	0.20		0.12	0.12
v/c Ratio	0.43	0.53			0.19	0.83	0.66	0.63	0.89		0.30	0.34
Control Delay	70.2	34.4			79.5	46.7	25.1	70.7	95.9		71.4	73.5
Queue Delay	0.0	0.1			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	70.2	34.5			79.5	46.7	25.1	70.7	95.9		71.4	73.5
LOS	E	C			E	D	C	E	F		E	E
Approach Delay		35.4				41.5			81.6			72.1
Approach LOS		D				D			F			E
Queue Length 50th (ft)	39	506			24	771	511	224	352		69	77
Queue Length 95th (ft)	67	572			57	#959	637	298	#566		98	125
Internal Link Dist (ft)		559				564			301			369
Turn Bay Length (ft)	115				140		50	40			130	
Base Capacity (vph)	184	2167			157	2296	1097	671	358		626	319
Starvation Cap Reductn	0	154			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.18	0.58			0.14	0.83	0.59	0.61	0.87		0.20	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 14 (8%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

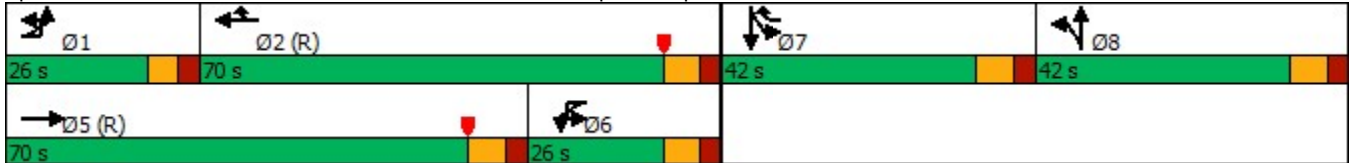
Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary



















Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 47.4
 Intersection Capacity Utilization 78.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke















Lanes, Volumes, Timings
 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

FB B weekday AM peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	126	1	164	2	24	41	1	512	1147	6	6
Future Volume (vph)	1	126	1	164	2	24	41	1	512	1147	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	11	12	12	12
Storage Length (ft)		0		0	0		0		420		0	105
Storage Lanes		0		2	0		0		2		0	1
Taper Length (ft)		0		0	0		0		80		0	70
Lane Util. Factor	1.00	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	1.00
Ped Bike Factor			1.00	0.98		0.99			1.00			
Frt				0.850		0.917				0.999		
Flt Protected			0.953			0.999			0.950			0.950
Satd. Flow (prot)	0	0	1591	2389	0	1726	0	0	3352	3465	0	1805
Flt Permitted			0.678			0.991			0.269			0.240
Satd. Flow (perm)	0	0	1130	2339	0	1712	0	0	949	3465	0	456
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				167		42				1		
Link Speed (mph)			40			30				40		
Link Distance (ft)			756			287				1121		
Travel Time (s)			12.9			6.5				19.1		
Confl. Peds. (#/hr)		2					2		2			
Confl. Bikes (#/hr)				1								
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	14%	0%	19%	0%	0%	0%	0%	1%	4%	17%	0%
Adj. Flow (vph)	1	129	1	167	2	24	42	1	522	1170	6	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	131	167	0	68	0	0	523	1176	0	6
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left
Median Width(ft)			12			0				36		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			24			16				28		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	15
Number of Detectors	1	1	1	1	1	2		1	1	2		1
Detector Template	Left	Left			Left			Left		Thru		
Leading Detector (ft)	0	20	30	25	20	22		20	25	100		25
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Size(ft)	20	20	30	25	20	6		20	25	6		25
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						12				94		
Detector 2 Size(ft)						10				6		
Detector 2 Type						Cl+Ex				Cl+Ex		

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	444	176
Future Volume (vph)	444	176
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Frt	0.957	
Flt Protected		
Satd. Flow (prot)	3178	0
Flt Permitted		
Satd. Flow (perm)	3178	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	68	
Link Speed (mph)	40	
Link Distance (ft)	822	
Travel Time (s)	14.0	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	10%	4%
Adj. Flow (vph)	453	180
Shared Lane Traffic (%)		
Lane Group Flow (vph)	633	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	32	
Link Offset(ft)	0	
Crosswalk Width(ft)	40	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm
Protected Phases			4			8		5	5	2		
Permitted Phases	4	4		4 5	8			2	2			6
Detector Phase	4	4	4	4 5	8	8		5	5	2		6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0
Minimum Split (s)	12.0	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0
Total Split (s)	31.0	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0
Total Split (%)	34.4%	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%
Maximum Green (s)	25.0	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0
Lost Time Adjust (s)			0.0			0.0			0.0	0.0		0.0
Total Lost Time (s)			6.0			6.0			5.0	6.0		6.0
Lead/Lag								Lead	Lead			Lag
Lead-Lag Optimize?								Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2
Recall Mode	None	None	None		None	None		None	None	Min		Min
Walk Time (s)	8.0	8.0	8.0		8.0	8.0						
Flash Dont Walk (s)	22.0	22.0	22.0		22.0	22.0						
Pedestrian Calls (#/hr)	1	1	1		0	0						
Act Effct Green (s)			14.0	33.1		14.0			41.4	40.4		21.3
Actuated g/C Ratio			0.21	0.50		0.21			0.62	0.60		0.32
v/c Ratio			0.56	0.13		0.17			0.48	0.56		0.04
Control Delay			33.2	1.7		12.2			8.3	10.3		22.5
Queue Delay			0.0	0.0		0.0			0.0	0.0		0.0
Total Delay			33.2	1.7		12.2			8.3	10.3		22.5
LOS			C	A		B			A	B		C
Approach Delay			15.5			12.2				9.7		
Approach LOS			B			B				A		
Queue Length 50th (ft)			46	0		8			38	118		2
Queue Length 95th (ft)			107	13		39			107	300		13
Internal Link Dist (ft)			676			207				1041		
Turn Bay Length (ft)									420			105
Base Capacity (vph)			450	1463		706			1332	2844		197
Starvation Cap Reductn			0	0		0			0	0		0
Spillback Cap Reductn			0	0		0			0	0		0
Storage Cap Reductn			0	0		0			0	0		0
Reduced v/c Ratio			0.29	0.11		0.10			0.39	0.41		0.03

Intersection Summary

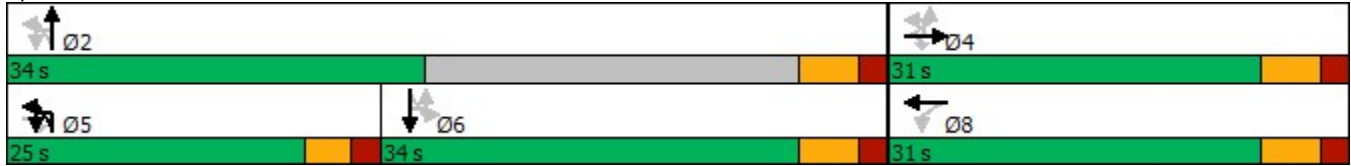
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 66.8
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.60

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	34.0	
Total Split (%)	37.8%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	21.3	
Actuated g/C Ratio	0.32	
v/c Ratio	0.60	
Control Delay	21.8	
Queue Delay	0.0	
Total Delay	21.8	
LOS	C	
Approach Delay	21.8	
Approach LOS	C	
Queue Length 50th (ft)	92	
Queue Length 95th (ft)	217	
Internal Link Dist (ft)	742	
Turn Bay Length (ft)		
Base Capacity (vph)	1416	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.45	
Intersection Summary		

Intersection Signal Delay: 13.3
 Intersection Capacity Utilization 77.3%
 Analysis Period (min) 15






















Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B weekday AM peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	30	1494	102	5	224	1242	132	81	54	100	22
Future Volume (vph)	2	30	1494	102	5	224	1242	132	81	54	100	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.99		0.99	0.98	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.971		0.950
Satd. Flow (prot)	0	1540	4893	1422	0	1805	4759	1492	0	1586	1478	1532
Flt Permitted		0.950				0.950				0.778		0.558
Satd. Flow (perm)	0	1538	4893	1387	0	1803	4759	1471	0	1260	1453	896
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		3		4		4		3	16		5	5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	10%	6%	6%	0%	0%	9%	1%	9%	8%	2%	10%
Adj. Flow (vph)	2	33	1660	113	6	249	1380	147	90	60	111	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	1660	113	0	255	1380	147	0	150	111	24
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	59	14
Future Volume (vph)	59	14
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.97
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1689	1396
Flt Permitted		
Satd. Flow (perm)	1689	1357
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		16
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	5%	8%
Adj. Flow (vph)	66	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	66	16
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									1	1	1	1
Act Effct Green (s)		8.9	85.0	85.0		26.5	105.2	105.2		26.5	26.5	26.5
Actuated g/C Ratio		0.06	0.53	0.53		0.17	0.66	0.66		0.17	0.17	0.17
v/c Ratio		0.41	0.64	0.15		0.85	0.44	0.15		0.72	0.46	0.16
Control Delay		90.2	18.6	16.3		91.0	4.7	4.7		80.6	64.2	54.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		90.2	18.6	16.3		91.0	4.7	4.7		80.6	64.2	54.7
LOS		F	B	B		F	A	A		F	E	D
Approach Delay			19.9				17.0			73.6		
Approach LOS			B				B			E		
Queue Length 50th (ft)		39	190	35		280	80	22		153	108	22
Queue Length 95th (ft)		m58	386	m66		m#345	98	m31		205	151	46
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		240	2599	737		308	3129	967		346	399	246
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.15	0.64	0.15		0.83	0.44	0.15		0.43	0.28	0.10

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated







Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	26.5	26.5
Actuated g/C Ratio	0.17	0.17
v/c Ratio	0.24	0.07
Control Delay	56.6	51.4
Queue Delay	0.0	0.0
Total Delay	56.6	51.4
LOS	E	D
Approach Delay	55.4	
Approach LOS	E	
Queue Length 50th (ft)	62	15
Queue Length 95th (ft)	95	33
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	464	373
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.04
Intersection Summary		

Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 23.1
 Intersection Capacity Utilization 100.7%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service G

- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke

 Ø1 31 s	 Ø2 (R) 77 s	 Ø4 52 s
 Ø5 31 s	 Ø6 (R) 77 s	 Ø8 52 s

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke













FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	249	1443	21	30	36	940	332	3	16	4	150	18
Future Volume (vph)	249	1443	21	30	36	940	332	3	16	4	150	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0	125	
Storage Lanes	2		1		1		1	0		0	1	
Taper Length (ft)	135				85			0			65	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95
Frt			0.850				0.850		0.977			0.887
Flt Protected	0.950				0.950				0.994		0.950	
Satd. Flow (prot)	3019	3406	1615	0	1805	3312	1524	0	1845	0	3099	1261
Flt Permitted	0.950				0.950				0.939		0.950	
Satd. Flow (perm)	3019	3406	1615	0	1805	3312	1524	0	1743	0	3099	1261
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							342					
Link Speed (mph)		40				40			30			40
Link Distance (ft)		498				580			260			400
Travel Time (s)		8.5				9.9			5.9			6.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	16%	6%	0%	0%	0%	9%	6%	0%	0%	0%	13%	6%
Adj. Flow (vph)	257	1488	22	31	37	969	342	3	16	4	155	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	1488	22	0	68	969	342	0	23	0	155	76
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		44				56			0			40
Link Offset(ft)		11				0			-5			-15
Crosswalk Width(ft)		48				30			30			30
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2
Detector Template		Thru	Right	Left		Thru	Right	Left				
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35		35	35
Detector 2 Size(ft)	20	6			20	6			20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4

Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	126	
Future Volume (vph)	126	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1145	
Flt Permitted		
Satd. Flow (perm)	1145	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	
Heavy Vehicles (%)	34%	
Adj. Flow (vph)	130	
Shared Lane Traffic (%)	44%	
Lane Group Flow (vph)	73	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	Perm	
Protected Phases		2

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke







FB B weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)	21.1	103.3	103.3		11.8	94.0	116.0		6.7		15.0	15.0
Actuated g/C Ratio	0.13	0.65	0.65		0.07	0.59	0.72		0.04		0.09	0.09
v/c Ratio	0.65	0.68	0.02		0.51	0.50	0.29		0.32		0.53	0.64
Control Delay	74.0	22.3	14.4		55.6	7.7	1.4		85.0		74.8	92.6
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	74.0	22.3	14.4		55.6	7.7	1.4		85.0		74.8	92.6
LOS	E	C	B		E	A	A		F		E	F
Approach Delay		29.7				8.5			85.0			85.0
Approach LOS		C				A			F			F
Queue Length 50th (ft)	134	542	9		71	125	10		24		81	82
Queue Length 95th (ft)	182	746	25		128	144	39		56		114	138
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	398	2199	1042		146	1970	1327		152		658	267
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0	0	0		0		0	0
Reduced v/c Ratio	0.65	0.68	0.02		0.47	0.49	0.26		0.15		0.24	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 26.5
 Intersection Capacity Utilization 72.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C























Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke













 Ø1	 Ø2 (R)	 Ø3	 Ø4	 Ø7
20 s	58 s	20 s	41 s	21 s
 Ø5 (R)				
78 s				

Lane Group	SBR	Ø2
Permitted Phases	4	
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	58.0
Total Split (%)	25.6%	36%
Maximum Green (s)	34.0	51.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	15.0	
Actuated g/C Ratio	0.09	
v/c Ratio	0.68	
Control Delay	98.8	
Queue Delay	0.0	
Total Delay	98.8	
LOS	F	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	80	
Queue Length 95th (ft)	135	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	243	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.30	
Intersection Summary		

Lanes, Volumes, Timings
19: Merrick Ave & Front St

FB B weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	317	227	109	228	164	211	1248	100	83	364	178
Future Volume (vph)	177	317	227	109	228	164	211	1248	100	83	364	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00	0.99		0.99	1.00				0.98
Frt			0.850		0.937			0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1604	1642	1409	1589	3004	0	1636	3297	0	1694	3167	1394
Flt Permitted	0.343			0.283			0.489			0.064		
Satd. Flow (perm)	579	1642	1390	473	3004	0	837	3297	0	114	3167	1364
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		101							
Link Speed (mph)		40			40			40				40
Link Distance (ft)		552			635			457				1121
Travel Time (s)		9.4			10.8			7.8				19.1
Confl. Peds. (#/hr)	1		1	1		1	5		3	3		5
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	8%	7%	6%	7%	1%	3%	4%	10%	3%	14%	12%
Parking (#/hr)									0			
Adj. Flow (vph)	182	327	234	112	235	169	218	1287	103	86	375	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	327	234	112	404	0	218	1390	0	86	375	184
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6









												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	12.0		5.0	12.0	12.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	20.0		10.0	20.0	20.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		2	2		1			0			0	0
Act Effct Green (s)	51.2	33.6	33.6	45.3	30.7		86.7	70.2		80.9	67.3	67.3
Actuated g/C Ratio	0.34	0.22	0.22	0.30	0.20		0.57	0.46		0.53	0.44	0.44
v/c Ratio	0.62	0.90	0.61	0.50	0.59		0.40	0.91		0.51	0.27	0.31
Control Delay	47.0	86.0	38.0	42.9	44.8		18.2	49.0		32.0	28.4	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	47.0	86.0	38.0	42.9	44.8		18.2	49.0		32.0	28.4	30.4
LOS	D	F	D	D	D		B	D		C	C	C
Approach Delay		61.3			44.4			44.8			29.5	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	132	318	120	77	146		103	677		37	125	120
Queue Length 95th (ft)	207	#535	232	133	212		160	#928		89	176	194
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	304	379	397	272	771		566	1522		231	1462	629
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.60	0.86	0.59	0.41	0.52		0.39	0.91		0.37	0.26	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 152.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 45.4
 Intersection Capacity Utilization 87.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 19: Merrick Ave & Front St

 Ø1	 Ø2	 Ø3	 Ø4
21 s	43 s	21 s	78 s
 Ø5	 Ø6	 Ø7	 Ø8
21 s	43 s	21 s	78 s

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	407	86	157	486	63	122	465	157	38	291	43
Future Volume (vph)	121	407	86	157	486	63	122	465	157	38	291	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97		1.00			0.99			1.00	
Frt			0.850		0.983			0.962			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1759	1482	1656	1752	0	1770	1729	0	1752	1700	0
Flt Permitted	0.395			0.243			0.267			0.238		
Satd. Flow (perm)	725	1759	1439	424	1752	0	497	1729	0	439	1700	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								14			5	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	4		3	3		4	6		5	5		6
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	8%	9%	9%	7%	0%	2%	4%	7%	3%	9%	10%
Parking (#/hr)						0						
Adj. Flow (vph)	125	420	89	162	501	65	126	479	162	39	300	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	420	89	162	566	0	126	641	0	39	344	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4				8
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		18.0	18.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	2	2	2		2			1		1	1	
Act Effct Green (s)	31.1	31.1	31.1	46.4	45.3		41.4	40.4		25.7	25.7	
Actuated g/C Ratio	0.32	0.32	0.32	0.47	0.46		0.42	0.41		0.26	0.26	
v/c Ratio	0.55	0.76	0.20	0.52	0.70		0.38	0.89		0.34	0.77	
Control Delay	38.8	40.1	26.6	21.5	26.5		23.8	44.6		44.2	48.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.8	40.1	26.6	21.5	26.5		23.8	44.6		44.2	48.2	
LOS	D	D	C	C	C		C	D		D	D	
Approach Delay		38.0			25.4			41.2			47.8	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	66	239	41	59	279		48	358		20	197	
Queue Length 95th (ft)	137	381	85	106	430		110	#729		65	#409	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	422	1025	838	357	1327		371	867		139	543	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.41	0.11	0.45	0.43		0.34	0.74		0.28	0.63	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 98.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89

Intersection Signal Delay: 36.8
 Intersection Capacity Utilization 101.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: Uniondale Ave & Front St















Lanes, Volumes, Timings
 21: California Ave & Front St

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	548	15	4	541	133	28	143	13	38	29	22
Future Volume (vph)	147	548	15	4	541	133	28	143	13	38	29	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.98	
Frt		0.996			0.970			0.990			0.967	
Flt Protected	0.950			0.950				0.993			0.979	
Satd. Flow (prot)	1668	1623	0	1348	1618	0	0	1931	0	0	1822	0
Flt Permitted	0.297			0.375				0.938			0.804	
Satd. Flow (perm)	521	1623	0	531	1618	0	0	1820	0	0	1483	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	4		6	6		4	7		14	14		7
Confl. Bikes (#/hr)												3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	9%	0%	25%	7%	1%	0%	2%	17%	11%	11%	10%
Parking (#/hr)						0						
Adj. Flow (vph)	153	571	16	4	564	139	29	149	14	40	30	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	587	0	4	703	0	0	192	0	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
 21: California Ave & Front St

FB B weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex				Cl+Ex		Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	2		6		8		8		4		4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		15.5	15.5		15.5	15.5	
Total Split (s)	61.0	61.0		61.0	61.0		28.5	28.5		28.5	28.5	
Total Split (%)	68.2%	68.2%		68.2%	68.2%		31.8%	31.8%		31.8%	31.8%	
Maximum Green (s)	55.0	55.0		55.0	55.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)							2	2		1	1	
Act Effct Green (s)	38.4	38.4		38.4	38.4			13.1			13.1	
Actuated g/C Ratio	0.60	0.60		0.60	0.60			0.21			0.21	
v/c Ratio	0.49	0.60		0.01	0.72			0.51			0.30	
Control Delay	13.6	10.9		5.5	14.0			29.6			26.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	13.6	10.9		5.5	14.0			29.6			26.8	
LOS	B	B		A	B			C			C	
Approach Delay		11.5			13.9			29.6			26.8	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	26	112		1	151			60			28	
Queue Length 95th (ft)	87	247		4	337			155			84	
Internal Link Dist (ft)		178			181			328			459	
Turn Bay Length (ft)	45			50								
Base Capacity (vph)	455	1418		464	1413			685			558	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.34	0.41		0.01	0.50			0.28			0.17	

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 63.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 15.3

Intersection Capacity Utilization 88.7%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service E

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	63	665	0	543	746	32	2	33	345	0	23	340
Future Volume (vph)	63	665	0	543	746	32	2	33	345	0	23	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.98			1.00	1.00			0.99				1.00
Frt					0.994							0.979
Flt Protected	0.950			0.950				0.950				0.997
Satd. Flow (prot)	1671	3374	0	1570	3246	0	0	1755	1827	0	0	3313
Flt Permitted	0.340			0.140				0.361				0.764
Satd. Flow (perm)	588	3374	0	231	3246	0	0	663	1827	0	0	2539
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	35		3	3		35		9				
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	7%	0%	15%	10%	16%	0%	3%	4%	0%	14%	5%
Adj. Flow (vph)	67	707	0	578	794	34	2	35	367	0	24	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	707	0	578	828	0	0	37	367	0	0	449
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		20	20	30		20	6
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	59
Future Volume (vph)	59
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	9
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	9%
Adj. Flow (vph)	63
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		14.0	14.0	14.0		14.0	14.0
Total Split (s)	31.0	50.0		31.0	50.0		39.0	39.0	39.0		39.0	39.0
Total Split (%)	25.8%	41.7%		25.8%	41.7%		32.5%	32.5%	32.5%		32.5%	32.5%
Maximum Green (s)	26.0	44.0		26.0	44.0		33.0	33.0	33.0		33.0	33.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		3					1	1	1			
Act Effct Green (s)	52.2	30.3		79.0	53.1			29.0	29.0			29.0
Actuated g/C Ratio	0.44	0.25		0.66	0.44			0.24	0.24			0.24
v/c Ratio	0.15	0.83		0.90	0.58			0.23	0.83			0.73
Control Delay	10.3	60.0		47.9	29.2			30.1	50.2			49.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	8.3			0.0
Total Delay	10.3	60.0		47.9	29.2			30.1	58.5			49.0
LOS	B	E		D	C			C	E			D
Approach Delay		55.7			36.9				55.9			49.0
Approach LOS		E			D				E			D
Queue Length 50th (ft)	14	300		348	252			16	268			167
Queue Length 95th (ft)	m56	356		#751	365			26	261			216
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	516	1237		640	1452			185	509			708
Starvation Cap Reductn	0	0		0	0			0	107			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.13	0.57		0.90	0.57			0.20	0.91			0.63

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 31 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 46.0
 Intersection Capacity Utilization 95.0%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F

- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave

#22 #144 Ø1 31 s	#22 Ø2 (R) 50 s	#22 #144 Ø4 39 s
#22 #144 Ø5 31 s	#22 #144 Ø6 (R) 50 s	#22 #144 Ø8 39 s

Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	641	19	103	615	108	109	868	82	113	527	67
Future Volume (vph)	114	641	19	103	615	108	109	868	82	113	527	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99		0.99	1.00			0.99	
Frt		0.996			0.978			0.987			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1612	3373	0	1736	3228	0	1719	3444	0	1641	3322	0
Flt Permitted	0.136			0.197			0.300			0.103		
Satd. Flow (perm)	228	3373	0	357	3228	0	536	3444	0	178	3322	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			17			8			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	37		20	20		37	30		15	15		30
Confl. Bikes (#/hr)			1						2			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	12%	6%	22%	4%	9%	5%	5%	3%	5%	10%	6%	8%
Parking (#/hr)						0						
Adj. Flow (vph)	124	697	21	112	668	117	118	943	89	123	573	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	718	0	112	785	0	118	1032	0	123	646	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	18.0	42.0		18.0	42.0		18.0	42.0		18.0	42.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	12.0	36.0		12.0	36.0		12.0	36.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		10			5			7			12	
Act Effct Green (s)	44.1	33.9		42.2	33.0		52.5	43.5		53.2	43.9	
Actuated g/C Ratio	0.37	0.28		0.35	0.28		0.44	0.36		0.44	0.37	
v/c Ratio	0.62	0.75		0.48	0.87		0.37	0.82		0.64	0.53	
Control Delay	36.0	44.3		21.6	39.1		21.7	42.5		36.9	32.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.0	44.3		21.6	39.1		21.7	42.5		36.9	32.9	
LOS	D	D		C	D		C	D		D	C	
Approach Delay		43.1			37.0			40.4			33.5	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	59	259		60	314		50	388		53	207	
Queue Length 95th (ft)	98	329		m42	397		91	#567		112	289	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	225	1023		271	980		366	1253		229	1221	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.55	0.70		0.41	0.80		0.32	0.82		0.54	0.53	

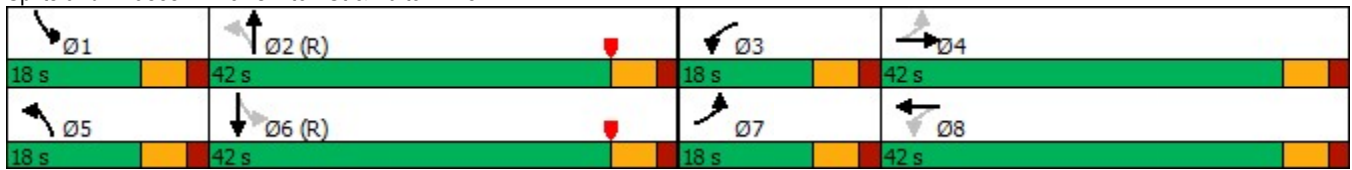
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 38.7
 Intersection Capacity Utilization 81.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Intersection LOS: D
 ICU Level of Service D

Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: Clinton St & Fulton Ave















Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	615	151	39	506	45	103	990	35	87	575	130
Future Volume (vph)	139	615	151	39	506	45	103	990	35	87	575	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98		0.96		1.00		0.99	1.00		0.98	0.99	
Frt			0.850		0.989			0.995			0.972	
Flt Protected	0.950				0.997		0.950			0.950		
Satd. Flow (prot)	1421	3282	1455	0	3084	0	1562	3330	0	1547	3041	0
Flt Permitted	0.228				0.859		0.231			0.219		
Satd. Flow (perm)	335	3282	1397	0	2655	0	377	3330	0	351	3041	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	36		23	23		36	25		59	59		25
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	27%	10%	11%	8%	11%	15%	4%	4%	3%	5%	7%	27%
Parking (#/hr)						0						
Adj. Flow (vph)	145	641	157	41	527	47	107	1031	36	91	599	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	641	157	0	615	0	107	1067	0	91	734	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

FB B weekday AM peak hour
05/23/2024

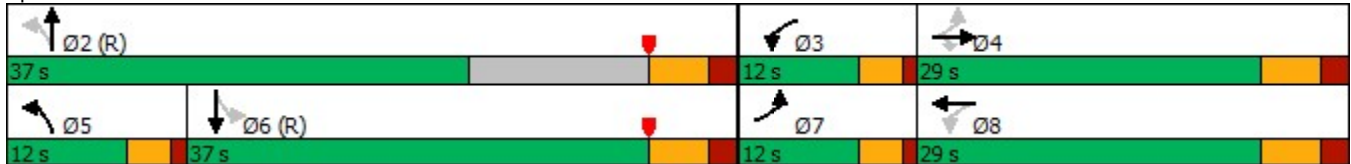
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex				Cl+Ex		Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm		NA
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		8	8		20			8		12		12
Act Effct Green (s)	37.9	35.9	35.9		23.6		44.1	42.1		33.1		33.1
Actuated g/C Ratio	0.42	0.40	0.40		0.26		0.49	0.47		0.37		0.37
v/c Ratio	0.60	0.49	0.28		0.88		0.39	0.69		0.71		0.66
Control Delay	28.6	21.7	19.8		48.3		17.6	21.9		60.0		28.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	28.6	21.7	19.8		48.3		17.6	21.9		60.0		28.6
LOS	C	C	B		D		B	C		E		C
Approach Delay		22.4			48.3			21.5				32.0
Approach LOS		C			D			C				C
Queue Length 50th (ft)	44	120	51		163		37	280		51		212
Queue Length 95th (ft)	#102	194	108		#281		60	306		#132		253
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	246	1309	557		715		289	1632		134		1166
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	0.59	0.49	0.28		0.86		0.37	0.65		0.68		0.63

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 12 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 75




















Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 28.8
 Intersection Capacity Utilization 96.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 24: N Franklin St & Fulton Ave















Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave

FB B weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	634	30	5	321	512	296	0	775	309	153	537
Future Volume (vph)	0	634	30	5	321	512	296	0	775	309	153	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.98		0.99			1.00
Fr _t		0.993					0.850		0.957			0.992
Fl _t Protected					0.950						0.950	
Satd. Flow (prot)	0	3430	0	0	1728	3505	1794	0	3118	0	1593	3033
Fl _t Permitted					0.950						0.125	
Satd. Flow (perm)	0	3430	0	0	1727	3505	1764	0	3118	0	210	3033
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		5					30		67			8
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	4		1		1		4	20		6	6	
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	2%	0%	4%	0%	2%	6%
Adj. Flow (vph)	0	697	33	5	353	563	325	0	852	340	168	590
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	730	0	0	358	563	325	0	1192	0	168	623
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Flt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	20
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	7%
Adj. Flow (vph)	33
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		7				2			0			1
Act Effct Green (s)		22.8			9.6	37.9	47.0		26.5		41.1	41.1
Actuated g/C Ratio		0.25			0.11	0.42	0.52		0.29		0.46	0.46
v/c Ratio		0.84			1.95	0.38	0.35		1.24		0.71	0.45
Control Delay		41.4			471.7	19.3	10.1		143.6		47.5	17.5
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		41.4			471.7	19.3	10.1		143.6		47.5	17.5
LOS		D			F	B	B		F		D	B
Approach Delay		41.4				146.9			143.6			23.8
Approach LOS		D				F			F			C
Queue Length 50th (ft)		202			~342	115	77		~433		55	117
Queue Length 95th (ft)		#277			#512	160	126		#565		#124	161
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		901			184	1474	965		965		260	1436
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		0.81			1.95	0.38	0.34		1.24		0.65	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 53 (59%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

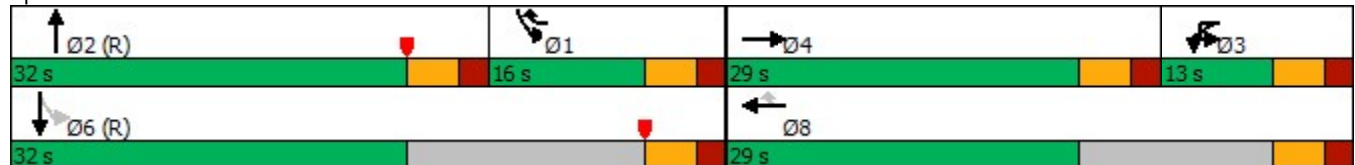
Intersection Summary

Maximum v/c Ratio: 1.95
 Intersection Signal Delay: 101.9
 Intersection Capacity Utilization 94.9%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service F

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

Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	919	222	240	909	254	312	545	128	107	339	48
Future Volume (vph)	138	919	222	240	909	254	312	545	128	107	339	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.98			0.96	0.99	0.99		0.99	1.00	
Frt			0.850			0.850		0.971			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1586	3292	1446	1532	3355	1473	1616	3190	0	1532	3209	0
Flt Permitted	0.217			0.080			0.282			0.187		
Satd. Flow (perm)	362	3292	1415	129	3355	1416	477	3190	0	299	3209	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								18			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	12		4	4		12	7		23	23		7
Confl. Bikes (#/hr)									3			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	6%	8%	10%	4%	6%	8%	6%	2%	10%	7%	2%
Parking (#/hr)												0
Adj. Flow (vph)	145	967	234	253	957	267	328	574	135	113	357	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	967	234	253	957	267	328	709	0	113	408	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	26.0	56.0	26.0	26.0	56.0	26.0	26.0	52.0		26.0	52.0	
Total Split (%)	16.3%	35.0%	16.3%	16.3%	35.0%	16.3%	16.3%	32.5%		16.3%	32.5%	
Maximum Green (s)	20.0	50.0	20.0	20.0	50.0	20.0	20.0	46.0		20.0	46.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		2			8			1			4	
Act Effct Green (s)	66.5	52.3	73.9	86.8	67.8	80.8	59.0	41.0		45.4	32.4	
Actuated g/C Ratio	0.42	0.33	0.46	0.54	0.42	0.50	0.37	0.26		0.28	0.20	
v/c Ratio	0.56	0.90	0.36	0.77	0.67	0.37	0.99	0.85		0.61	0.62	
Control Delay	30.4	63.6	26.9	57.1	42.3	24.6	89.5	65.7		47.0	59.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.4	63.6	26.9	57.1	42.3	24.6	89.5	65.7		47.0	59.7	
LOS	C	E	C	E	D	C	F	E		D	E	
Approach Delay		53.6			41.6			73.3			57.0	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	73	520	151	197	424	153	~277	366		80	199	
Queue Length 95th (ft)	135	#655	221	#442	#631	261	#380	420		113	233	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	316	1075	657	330	1420	783	330	937		252	929	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.46	0.90	0.36	0.77	0.67	0.34	0.99	0.76		0.45	0.44	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 149 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 54.6
 Intersection Capacity Utilization 90.2%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

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













Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd

↙ Ø1 26 s	↘ Ø2 (R) 56 s	↙ Ø3 26 s	↓ Ø4 52 s
↘ Ø5 26 s	↙ Ø6 (R) 56 s	↘ Ø7 26 s	↑ Ø8 52 s

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1318	34	217	1908	360	40	374	386	256	497	189
Future Volume (vph)	155	1318	34	217	1908	360	40	374	386	256	497	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235	300		0
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	85			110			130			75		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00		0.98	1.00		0.98	0.99		0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	5036	1482	3400	6346	1455	1597	3282	1583	3127	3195	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3366	5036	1463	3399	6346	1429	1596	3282	1549	3109	3195	1532
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30				30
Link Distance (ft)		566			700			662				581
Travel Time (s)		12.9			11.9			15.0				13.2
Confl. Peds. (#/hr)	4		1	1		4	1		8	8		1
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	3%	9%	3%	3%	11%	13%	10%	2%	12%	13%	4%
Adj. Flow (vph)	161	1373	35	226	1988	375	42	390	402	267	518	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	1373	35	226	1988	375	42	390	402	267	518	197
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	custom
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			Free			6 7			8			4 5
Detector Phase	5	2		1	6	6 7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		11.0	16.0	9.0	9.0	16.0	
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0	
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%	
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	7.0			7.0			7.0			7.0	
Flash Dont Walk (s)	7.0	28.0			28.0			33.0			33.0	
Pedestrian Calls (#/hr)	0	0			3			0			1	
Act Effct Green (s)	12.0	78.3	160.0	15.7	82.0	106.0	8.6	25.0	39.7	18.0	35.6	53.6
Actuated g/C Ratio	0.08	0.49	1.00	0.10	0.51	0.66	0.05	0.16	0.25	0.11	0.22	0.34
v/c Ratio	0.64	0.56	0.02	0.68	0.61	0.40	0.49	0.76	0.81	0.76	0.73	0.38
Control Delay	83.2	31.4	0.0	95.8	21.4	4.9	91.8	74.3	45.8	82.7	64.3	42.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	31.4	0.0	95.8	21.4	4.9	91.8	74.3	45.8	82.7	64.3	42.3
LOS	F	C	A	F	C	A	F	E	D	F	E	D
Approach Delay		36.0			25.5			61.4			64.9	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	86	364	0	128	157	44	44	208	253	142	273	161
Queue Length 95th (ft)	124	491	0	176	318	38	87	257	351	188	321	213
Internal Link Dist (ft)		486			620			582			501	
Turn Bay Length (ft)	375		245	250			95		235	300		
Base Capacity (vph)	441	2464	1463	334	3250	1044	159	861	495	566	1078	598
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.56	0.02	0.68	0.61	0.36	0.26	0.45	0.81	0.47	0.48	0.33

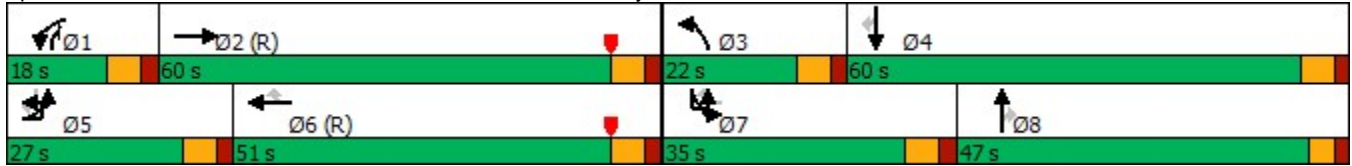
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 100 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81

Intersection Signal Delay: 39.7
 Intersection Capacity Utilization 77.5%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	469	107	170	1100	105	136	127	75	81	178	36
Future Volume (vph)	32	469	107	170	1100	105	136	127	75	81	178	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			0.99	1.00			1.00		0.98		1.00	
Frt			0.850		0.987				0.850		0.982	
Flt Protected	0.950			0.950			0.950				0.986	
Satd. Flow (prot)	1805	4893	1442	1687	4884	0	3433	1863	1468	0	3446	0
Flt Permitted	0.188			0.425			0.950				0.986	
Satd. Flow (perm)	357	4893	1422	754	4884	0	3423	1863	1444	0	3442	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			110		11				77			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		634			835			397			261	
Travel Time (s)		10.8			14.2			9.0			5.9	
Confl. Peds. (#/hr)			1	1			3		3	3		3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	6%	12%	7%	5%	3%	2%	2%	10%	0%	2%	0%
Adj. Flow (vph)	33	484	110	175	1134	108	140	131	77	84	184	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	484	110	175	1242	0	140	131	77	0	305	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			0	
Link Offset(ft)		0			0			0			-50	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		1	1				0	0				
Act Effct Green (s)	92.6	85.9	85.9	103.7	93.9		17.5	17.5	29.8		20.3	
Actuated g/C Ratio	0.58	0.54	0.54	0.65	0.59		0.11	0.11	0.19		0.13	
v/c Ratio	0.12	0.18	0.14	0.31	0.43		0.37	0.64	0.23		0.70	
Control Delay	13.6	20.8	4.4	18.6	24.0		67.9	82.1	10.0		75.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	13.6	20.8	4.4	18.6	24.0		67.9	82.1	10.0		75.6	
LOS	B	C	A	B	C		E	F	A		E	
Approach Delay		17.5			23.3			60.4			75.6	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	12	92	0	75	245		71	134	0		163	
Queue Length 95th (ft)	31	143	38	m153	329		104	201	42		211	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	412	2627	814	607	2869		836	454	400		463	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.08	0.18	0.14	0.29	0.43		0.17	0.29	0.19		0.66	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 21 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 32.7
 Intersection LOS: C






Intersection Capacity Utilization 70.4%

ICU Level of Service C

Analysis Period (min) 15

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













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	493	88	577	1135	40	130	386	616	67	405	108
Future Volume (vph)	73	493	88	577	1135	40	130	386	616	67	405	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00			0.99	0.99	0.99	1.00		0.97
Frt		0.977			0.995			0.934	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4705	0	3242	3423	0	1597	3010	1386	1626	3312	1442
Flt Permitted	0.950			0.950			0.297			0.120		
Satd. Flow (perm)	1736	4705	0	3235	3423	0	495	3010	1367	205	3312	1397
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					2			120	237			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)			2	2			14		3	3		14
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	7%	10%	8%	5%	3%	13%	7%	6%	11%	9%	12%
Adj. Flow (vph)	74	503	90	589	1158	41	133	394	629	68	413	110
Shared Lane Traffic (%)									49%			
Lane Group Flow (vph)	74	593	0	589	1199	0	133	702	321	68	413	110
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	33.0	57.0		33.0	57.0		22.0	48.0	33.0	22.0	48.0	33.0
Total Split (%)	20.6%	35.6%		20.6%	35.6%		13.8%	30.0%	20.6%	13.8%	30.0%	20.6%
Maximum Green (s)	27.0	51.0		27.0	51.0		16.0	42.0	27.0	16.0	42.0	27.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		5			1						0	
Act Effct Green (s)	11.2	53.9		35.2	77.9		51.1	37.4	72.7	42.7	33.2	44.5
Actuated g/C Ratio	0.07	0.34		0.22	0.49		0.32	0.23	0.45	0.27	0.21	0.28
v/c Ratio	0.61	0.37		0.83	0.72		0.53	0.88	0.43	0.49	0.60	0.28
Control Delay	123.3	33.8		69.8	37.4		45.2	61.8	8.3	47.6	60.5	40.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.3	33.8		69.8	37.4		45.2	61.8	8.3	47.6	60.5	40.6
LOS	F	C		E	D		D	E	A	D	E	D
Approach Delay		43.7			48.1			45.0			55.3	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	82	186		300	517		101	332	49	49	208	86
Queue Length 95th (ft)	m138	231		#476	723		144	395	131	80	249	123
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	292	1583		713	1667		271	889	754	205	869	533
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.37		0.83	0.72		0.49	0.79	0.43	0.33	0.48	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 9 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88

Intersection Signal Delay: 47.6
 Intersection Capacity Utilization 87.7%
 Analysis Period (min) 15













Intersection LOS: D
 ICU Level of Service E

- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
33 s	57 s	22 s	48 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
33 s	57 s	22 s	48 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	486	136	159	20	699	124	233	594	4	91	550	373
Future Volume (vph)	486	136	159	20	699	124	233	594	4	91	550	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor			0.99	1.00				1.00		1.00		
Frt			0.850		0.977			0.999			0.978	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3539	1482	1805	3482	0	1612	3193	0	1694	3024	1353
Flt Permitted	0.950			0.950			0.159			0.328		
Satd. Flow (perm)	3335	3539	1461	1802	3482	0	270	3193	0	584	3024	1353
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			162									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)			1	1					5	5		
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	2%	9%	0%	1%	3%	12%	13%	0%	3%	13%	5%
Adj. Flow (vph)	496	139	162	20	713	127	238	606	4	93	561	381
Shared Lane Traffic (%)												25%
Lane Group Flow (vph)	496	139	162	20	840	0	238	610	0	93	656	286
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											









												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0										
Flash Dont Walk (s)		16.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	23.3	55.3	71.1	6.0	33.6		54.2	39.8		43.6	33.7	63.2
Actuated g/C Ratio	0.18	0.43	0.56	0.05	0.26		0.42	0.31		0.34	0.26	0.49
v/c Ratio	0.81	0.09	0.18	0.24	0.92		0.88	0.61		0.34	0.82	0.43
Control Delay	62.7	24.2	2.8	68.8	62.2		59.0	41.3		26.8	54.0	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	62.7	24.2	2.8	68.8	62.2		59.0	41.3		26.8	54.0	23.0
LOS	E	C	A	E	E		E	D		C	D	C
Approach Delay		43.8										
Approach LOS		D										
Queue Length 50th (ft)	211	38	0	17	372		137	236		48	293	165
Queue Length 95th (ft)	286	65	34	46	#523		#294	312		85	371	246
Internal Link Dist (ft)		743										
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	685	1530	890	299	963		273	1051		359	956	699
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.72	0.09	0.18	0.07	0.87		0.87	0.58		0.26	0.69	0.41

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 127.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92

Intersection Signal Delay: 48.7
 Intersection Capacity Utilization 87.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd

 Ø1	 Ø2	 Ø3	 Ø4
20 s	46 s	26 s	41 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	46 s	31 s	41 s













Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	449	77	103	930	113	34	54	53	269	409	1295
Future Volume (vph)	218	449	77	103	930	113	34	54	53	269	409	1295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor									0.99	1.00	1.00	
Frt		0.978			0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.995	
Satd. Flow (prot)	1597	6112	0	1752	4869	0	1570	1792	1615	1480	3371	2760
Flt Permitted	0.140			0.420			0.950			0.950	0.995	
Satd. Flow (perm)	235	6112	0	775	4869	0	1570	1792	1593	1478	3371	2760
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			15				70			692
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	4%	8%	3%	2%	28%	15%	6%	0%	11%	1%	3%
Adj. Flow (vph)	229	473	81	108	979	119	36	57	56	283	431	1363
Shared Lane Traffic (%)										18%		
Lane Group Flow (vph)	229	554	0	108	1098	0	36	57	56	232	482	1363
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB B weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	84.5	70.0		61.9	53.3		11.0	11.0	17.9	29.3	29.3	60.5
Actuated g/C Ratio	0.60	0.50		0.44	0.38		0.08	0.08	0.13	0.21	0.21	0.43
v/c Ratio	0.59	0.18		0.27	0.59		0.29	0.41	0.21	0.75	0.68	0.86
Control Delay	25.9	20.8		18.8	39.1		66.0	69.3	5.3	66.5	55.6	22.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	20.8		18.8	39.1		66.0	69.3	5.3	66.5	55.6	22.3
LOS	C	C		B	D		E	E	A	E	E	C
Approach Delay		22.3			37.3			44.4			35.0	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	96	76		41	308		32	50	0	220	225	334
Queue Length 95th (ft)	213	121		88	400		67	95	15	301	265	419
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	390	3072		520	1864		336	384	370	342	778	1589
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.18		0.21	0.59		0.11	0.15	0.15	0.68	0.62	0.86

Intersection Summary






Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 33.6

Intersection LOS: C

Intersection Capacity Utilization 100.9%
 Analysis Period (min) 15

ICU Level of Service G

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave













 Ø1	 Ø2 (R)	 Ø3	 Ø4
24 s	44 s	36 s	36 s
 Ø5	 Ø6 (R)		
24 s	44 s		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	69	642	154	312	1281	123	201	288	299	1	93	310
Future Volume (vph)	69	642	154	312	1281	123	201	288	299	1	93	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0	200		0		200	
Storage Lanes	1		0	2		0	1		2		1	
Taper Length (ft)	75			75			75				75	
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	1.00	0.95	0.88	0.95	1.00	0.95
Ped Bike Factor	1.00	1.00			1.00		1.00		0.98		1.00	
Frt		0.971			0.987				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1703	4823	0	3072	5017	0	1626	3505	2515	0	1736	3374
Flt Permitted	0.950			0.950			0.305				0.560	
Satd. Flow (perm)	1702	4823	0	3072	5017	0	521	3505	2477	0	1021	3374
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		40			11				329			
Link Speed (mph)		40			40			45				30
Link Distance (ft)		670			780			367				590
Travel Time (s)		11.4			13.3			5.6				13.4
Confl. Peds. (#/hr)	2					2	2		3		3	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	3%	9%	14%	2%	1%	11%	3%	13%	0%	4%	7%
Adj. Flow (vph)	76	705	169	343	1408	135	221	316	329	1	102	341
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	874	0	343	1543	0	221	316	329	0	103	341
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		30			24			24				16
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		60			22			24				22
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left	Left	
Leading Detector (ft)	40	40		40	40		40	40	40	20	40	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		40	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA
Protected Phases	5	2		1	6		3	8	1	7	7	4
Permitted Phases							8		8	4	4	
Detector Phase	5	2		1	6		3	8	1	7	7	4

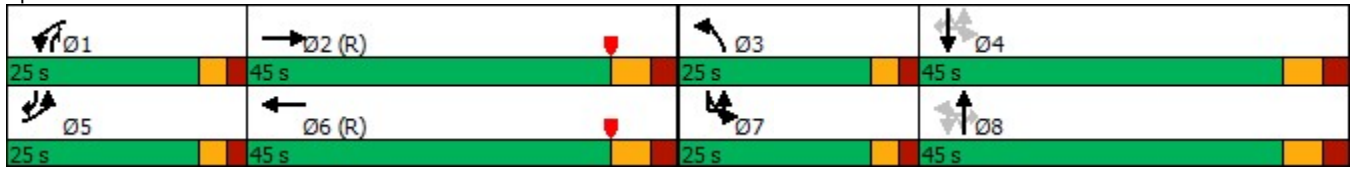
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	56
Future Volume (vph)	56
Ideal Flow (vphpl)	1900
Storage Length (ft)	270
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1553
Flt Permitted	
Satd. Flow (perm)	1532
Right Turn on Red	Yes
Satd. Flow (RTOR)	70
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	4%
Adj. Flow (vph)	62
Shared Lane Traffic (%)	
Lane Group Flow (vph)	62
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4
Detector Phase	5

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Switch Phase												
Minimum Initial (s)	5.0	32.0		5.0	32.0		5.0	12.0	5.0	5.0	5.0	12.0
Minimum Split (s)	10.0	39.0		10.0	39.0		10.0	19.0	10.0	10.0	10.0	19.0
Total Split (s)	25.0	45.0		25.0	45.0		25.0	45.0	25.0	25.0	25.0	45.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		17.9%	32.1%	17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	20.0	38.0		20.0	38.0		20.0	38.0	20.0	20.0	20.0	38.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	3.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	3.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	7.0	5.0		5.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	4.0	3.0	3.0	3.0	4.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)								7.0				
Flash Dont Walk (s)								30.0				
Pedestrian Calls (#/hr)								0				
Act Effct Green (s)	11.6	55.6		21.4	65.5		45.9	27.6	51.0		33.7	20.4
Actuated g/C Ratio	0.08	0.40		0.15	0.47		0.33	0.20	0.36		0.24	0.15
v/c Ratio	0.54	0.45		0.73	0.66		0.70	0.46	0.29		0.34	0.69
Control Delay	74.9	31.9		65.6	31.4		48.0	51.4	2.9		36.0	64.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	74.9	31.9		65.6	31.4		48.0	51.4	2.9		36.0	64.2
LOS	E	C		E	C		D	D	A		D	E
Approach Delay		35.3			37.7			32.1				51.4
Approach LOS		D			D			C				D
Queue Length 50th (ft)	68	207		155	394		154	133	0		66	157
Queue Length 95th (ft)	119	280		201	509		218	179	29		106	204
Internal Link Dist (ft)		590			700			287				510
Turn Bay Length (ft)	180			350			200				200	
Base Capacity (vph)	243	1940		493	2353		328	951	1134		410	915
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.31	0.45		0.70	0.66		0.67	0.33	0.29		0.25	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 37.6
 Intersection Capacity Utilization 76.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



Lane Group	SBR
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	10.0
Total Split (s)	25.0
Total Split (%)	17.9%
Maximum Green (s)	20.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	34.0
Actuated g/C Ratio	0.24
v/c Ratio	0.15
Control Delay	6.4
Queue Delay	0.0
Total Delay	6.4
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	28
Internal Link Dist (ft)	
Turn Bay Length (ft)	270
Base Capacity (vph)	515
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.12

Intersection Summary

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave













FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	1141	20	211	1076	55	29	547	332	65	435	196
Future Volume (vph)	199	1141	20	211	1076	55	29	547	332	65	435	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.997			0.993			0.945			0.958	
Flt Protected	0.950			0.950				0.998			0.995	
Satd. Flow (prot)	1805	5117	0	3303	3512	0	0	3179	0	0	3097	0
Flt Permitted	0.950			0.950				0.795			0.562	
Satd. Flow (perm)	1805	5117	0	3303	3512	0	0	2532	0	0	1749	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	5%	6%	1%	23%	14%	8%	5%	23%	13%	3%
Adj. Flow (vph)	207	1189	21	220	1121	57	30	570	346	68	453	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	1210	0	220	1178	0	0	946	0	0	725	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB B weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	20.7	54.1		13.7	50.0			46.1			46.1	
Actuated g/C Ratio	0.15	0.38		0.10	0.35			0.33			0.33	
v/c Ratio	0.79	0.62		0.69	0.95			1.15			1.28	
Control Delay	79.3	37.5		73.5	61.1			123.9			176.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	79.3	37.5		73.5	61.1			123.9			176.9	
LOS	E	D		E	E			F			F	
Approach Delay		43.6			63.1			123.9			176.9	
Approach LOS		D			E			F			F	
Queue Length 50th (ft)	187	329		104	563			~546			~450	
Queue Length 95th (ft)	#298	397		145	#712			#683			#579	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	279	1951		512	1313			823			568	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.74	0.62		0.43	0.90			1.15			1.28	

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 141.8
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 88.2
 Intersection Capacity Utilization 121.6%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: F
 ICU Level of Service H

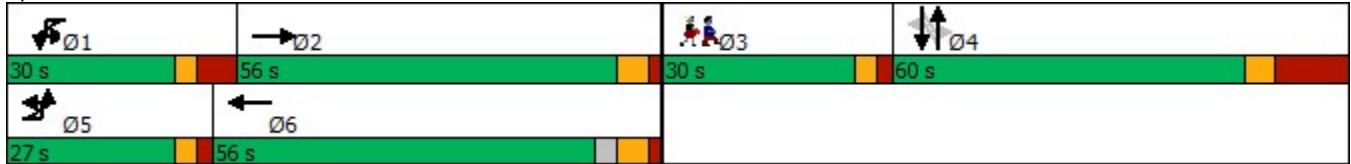
Lane Group Ø3







Permitted Phases
 Detector Phase
 Switch Phase
 Minimum Initial (s) 1.0
 Minimum Split (s) 33.0
 Total Split (s) 30.0
 Total Split (%) 17%
 Maximum Green (s) 25.0
 Yellow Time (s) 3.0
 All-Red Time (s) 2.0
 Lost Time Adjust (s)
 Total Lost Time (s)
 Lead/Lag Lead
 Lead-Lag Optimize? Yes
 Vehicle Extension (s) 1.0
 Recall Mode None
 Walk Time (s) 10.0
 Flash Dont Walk (s) 18.0
 Pedestrian Calls (#/hr) 0
 Act Effct Green (s)
 Actuated g/C Ratio
 v/c Ratio
 Control Delay
 Queue Delay
 Total Delay
 LOS
 Approach Delay
 Approach LOS
 Queue Length 50th (ft)
 Queue Length 95th (ft)
 Internal Link Dist (ft)
 Turn Bay Length (ft)
 Base Capacity (vph)
 Starvation Cap Reductn
 Spillback Cap Reductn
 Storage Cap Reductn
 Reduced v/c Ratio







Intersection Summary

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



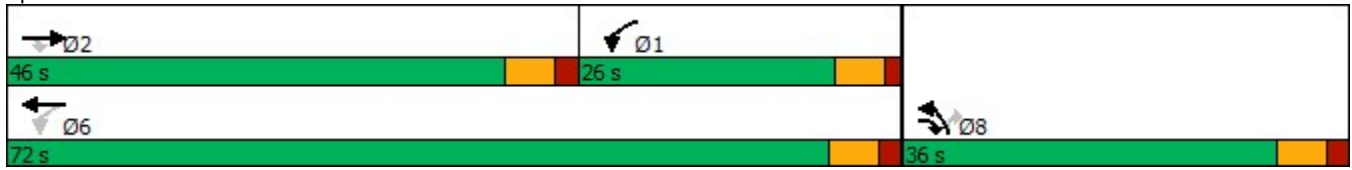
						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	335	212	282	212	162	488
Future Volume (vph)	335	212	282	212	162	488
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor		0.99	1.00			0.98
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3505	1371	3019	1541	3273	2584
Flt Permitted			0.539		0.950	
Satd. Flow (perm)	3505	1354	1712	1541	3273	2529
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		226				519
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Confl. Peds. (#/hr)		1	1			
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	6%	16%	11%	7%	10%
Parking (#/hr)		0		0		
Adj. Flow (vph)	356	226	300	226	172	519
Shared Lane Traffic (%)						
Lane Group Flow (vph)	356	226	300	226	172	519
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

Lane Group						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	9.5	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.5	24.9	24.1	23.6	12.4	12.4
Actuated g/C Ratio	0.26	0.52	0.50	0.49	0.26	0.26
v/c Ratio	0.39	0.28	0.30	0.30	0.20	0.50
Control Delay	16.6	1.6	9.0	9.3	14.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	1.6	9.0	9.3	14.4	3.6
LOS	B	A	A	A	B	A
Approach Delay	10.8			9.1	6.3	
Approach LOS	B			A	A	
Queue Length 50th (ft)	42	0	21	33	19	0
Queue Length 95th (ft)	80	14	45	82	39	30
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	2937	985	1958	1541	2057	1782
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.23	0.15	0.15	0.08	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 48
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 40.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	512	167	126	1	14	31	11	140	204	4	4	112
Future Volume (vph)	512	167	126	1	14	31	11	140	204	4	4	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor			0.99	1.00				1.00				
Frt			0.850		0.896				0.997			
Flt Protected	0.950	0.971		0.950				0.950				0.950
Satd. Flow (prot)	1521	3109	1568	902	2572	0	0	1805	4976	0	0	1646
Flt Permitted	0.471	0.735						0.501				0.612
Satd. Flow (perm)	754	2353	1545	949	2572	0	0	950	4976	0	0	1060
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			130		32				2			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)			2	2				2				
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	8%	3%	100%	23%	27%	0%	0%	4%	0%	0%	10%
Adj. Flow (vph)	528	172	130	1	14	32	11	144	210	4	4	115
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	264	436	130	1	46	0	0	155	214	0	0	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	303	356
Future Volume (vph)	303	356
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1380
Flt Permitted		
Satd. Flow (perm)	3438	1359
Right Turn on Red		Yes
Satd. Flow (RTOR)		367
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	5%	17%
Adj. Flow (vph)	312	367
Shared Lane Traffic (%)		
Lane Group Flow (vph)	312	367
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	11.0	16.0	16.0	12.0	12.0		10.0	10.0	16.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)	24.3	23.2	23.2	6.5	6.5			23.5	15.7			21.7
Actuated g/C Ratio	0.39	0.38	0.38	0.11	0.11			0.38	0.25			0.35
v/c Ratio	0.51	0.40	0.20	0.01	0.15			0.33	0.17			0.27
Control Delay	17.9	15.2	3.8	31.0	17.5			14.5	22.1			14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	17.9	15.2	3.8	31.0	17.5			14.5	22.1			14.1
LOS	B	B	A	C	B			B	C			B
Approach Delay		14.3			17.8				18.9			
Approach LOS		B			B				B			
Queue Length 50th (ft)	73	60	0	0	2			37	25			28
Queue Length 95th (ft)	158	111	30	5	18			81	50			65
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	575	2133	1291	397	1096			629	3337			609
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.46	0.20	0.10	0.00	0.04			0.25	0.06			0.20

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 61.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 14.8
 Intersection LOS: B

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	6.0
Minimum Split (s)	16.0	11.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	12.7	31.3
Actuated g/C Ratio	0.21	0.51
v/c Ratio	0.44	0.42
Control Delay	25.5	2.7
Queue Delay	0.0	0.0
Total Delay	25.5	2.7
LOS	C	A
Approach Delay	13.3	
Approach LOS	B	
Queue Length 50th (ft)	56	0
Queue Length 95th (ft)	106	36
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	2305	926
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.40

Intersection Summary

Intersection Capacity Utilization 52.7%
 Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



Lanes, Volumes, Timings
 36: Charles Lindbergh Blvd & Meadow St/Drwy

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	102	324	17	39	0	0	0	0	23	560	467
Future Volume (vph)	0	102	324	17	39	0	0	0	0	23	560	467
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor			0.98	0.99						0.99		0.99
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1673	1487	1925	1597	0	0	0	0	1546	4848	1422
Flt Permitted				0.683						0.950		
Satd. Flow (perm)	0	1673	1452	1370	1597	0	0	0	0	1524	4848	1401
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			179									525
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)	2		10	10		2	2		7	7		2
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	6%	5%	0%	19%	0%	0%	0%	0%	9%	7%	6%
Adj. Flow (vph)	0	115	364	19	44	0	0	0	0	26	629	525
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	364	19	44	0	0	0	0	26	629	525
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0

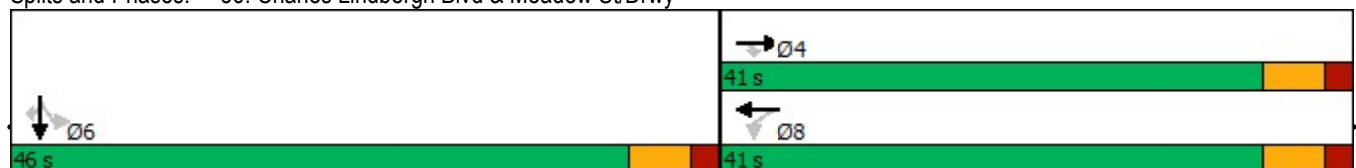
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	2	2					1	1	1
Act Effct Green (s)		14.4	14.4	14.4	14.4					30.6	30.6	30.6
Actuated g/C Ratio		0.25	0.25	0.25	0.25					0.53	0.53	0.53
v/c Ratio		0.28	0.73	0.06	0.11					0.03	0.24	0.53
Control Delay		19.7	19.8	17.6	17.9					8.3	8.2	3.3
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		19.7	19.8	17.6	17.9					8.3	8.2	3.3
LOS		B	B	B	B					A	A	A
Approach Delay		19.8			17.8						6.0	
Approach LOS		B			B						A	
Queue Length 50th (ft)		28	48	4	10					4	34	0
Queue Length 95th (ft)		76	154	20	36					18	80	44
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		1065	990	872	1017					1109	3530	1162
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.11	0.37	0.02	0.04					0.02	0.18	0.45







Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 57.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 10.3
 Intersection Capacity Utilization 63.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy



						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	0	689	0	0	63	0
Future Volume (vph)	0	689	0	0	63	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3374	0	0	3502	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3374	0	0	3502	0
Link Speed (mph)		45	30		30	
Link Distance (ft)		600	253		249	
Travel Time (s)		9.1	5.8		5.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	7%	0%	0%	0%	0%
Adj. Flow (vph)	0	783	0	0	72	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	783	0	0	72	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	R NA	Left	Right	L NA	Right
Median Width(ft)		12	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 50.7% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
 40: Hempstead Tpke & Meadowbrook Pkwy SB Off Ramp

FB B weekday AM peak hour
 05/23/2024

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑↑	↑		↑↑↑					↑
Traffic Volume (vph)	0	1343	369	0	1784	0	0	0	0	944
Future Volume (vph)	0	1343	369	0	1784	0	0	0	0	944
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		140	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	0			0			0		0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	4775	1561	0	5036	0	0	0	0	1611
Flt Permitted										
Satd. Flow (perm)	0	4775	1561	0	5036	0	0	0	0	1611
Link Speed (mph)		50			50		30		30	
Link Distance (ft)		294			391		419		491	
Travel Time (s)		4.0			5.3		9.5		11.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	0%	0%	3%	0%	0%	0%	0%	2%
Adj. Flow (vph)	0	1526	419	0	2027	0	0	0	0	1073
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1526	419	0	2027	0	0	0	0	1073
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	R NA
Median Width(ft)		25			25		0		0	
Link Offset(ft)		0			0		0		11	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		50	15		9	15	9	15	50
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 99.6%
 Analysis Period (min) 15
 ICU Level of Service F







Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (vph)	0	1304	0	0	1518	0	0	0	412	0	0	672
Future Volume (vph)	0	1304	0	0	1518	0	0	0	412	0	0	672
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		140
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt									0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	4988	0	0	5036	0	0	0	1844	0	0	1627
Flt Permitted												
Satd. Flow (perm)	0	4988	0	0	5036	0	0	0	1844	0	0	1627
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		204			435			301			361	
Travel Time (s)		2.8			5.9			6.8			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	0	1417	0	0	1650	0	0	0	448	0	0	730
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1417	0	0	1650	0	0	0	448	0	0	730
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Left	R NA	Left	Left	R NA
Median Width(ft)		6			6			0			0	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 77.6% ICU Level of Service D
 Analysis Period (min) 15







Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	1343	0	0	1784	0	463
Future Volume (vph)	1343	0	0	1784	0	463
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	16
Storage Length (ft)		0	0		0	140
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Fr _t						0.865
Flt Protected						
Satd. Flow (prot)	4821	0	0	4868	0	1844
Flt Permitted						
Satd. Flow (perm)	4821	0	0	4868	0	1844
Link Speed (mph)	50			50	30	
Link Distance (ft)	391			133	260	
Travel Time (s)	5.3			1.8	5.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	0%	3%	0%	1%
Adj. Flow (vph)	1414	0	0	1878	0	487
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1414	0	0	1878	0	487
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	11	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 99.6% ICU Level of Service F
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.







						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		
Traffic Volume (vph)	1304	502	0	2189	0	0
Future Volume (vph)	1304	502	0	2189	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	0.86	1.00	1.00
Frt	0.958					
Flt Protected						
Satd. Flow (prot)	4669	0	0	6408	0	0
Flt Permitted						
Satd. Flow (perm)	4669	0	0	6408	0	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	225			204	220	
Travel Time (s)	3.1			2.8	5.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	2%	0%	0%
Adj. Flow (vph)	1344	518	0	2257	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1862	0	0	2257	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	6			6	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 39.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 43: Meadowbrook Pkwy NB On Ramp & Hempstead Tpke









FB B weekday AM peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↑↑↑			
Traffic Volume (veh/h)	1304	502	0	2189	0	0	
Future Volume (Veh/h)	1304	502	0	2189	0	0	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.92	0.92	
Hourly flow rate (vph)	1344	518	0	2257	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)				858			
pX, platoon unblocked							
vC, conflicting volume			1862		2167	707	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			1862		2167	707	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	100	
cM capacity (veh/h)			329		41	382	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	538	538	787	564	564	564	564
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	518	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.32	0.32	0.46	0.33	0.33	0.33	0.33
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							
Approach Delay (s)	0.0			0.0			
Approach LOS							
Intersection Summary							
Average Delay			0.0				
Intersection Capacity Utilization			39.7%		ICU Level of Service		A
Analysis Period (min)			15				

Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

FB B weekday AM peak hour
 05/23/2024

									Ø1	Ø6
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR		
Lane Configurations	↑↑↑	↘		↗	↑↑↑	↘		↗		
Traffic Volume (vph)	1106	20	25	248	2465	355	3	0		
Future Volume (vph)	1106	20	25	248	2465	355	3	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	9	11	11	11	12		
Storage Length (ft)		55		150		205		0		
Storage Lanes		1		2		1		1		
Taper Length (ft)				85						
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.88	1.00	1.00		
Ped Bike Factor		0.94		0.99						
Frt		0.850				0.850				
Flt Protected				0.950						
Satd. Flow (prot)	4821	1561	0	3001	4964	2618	0	1900		
Flt Permitted				0.950						
Satd. Flow (perm)	4821	1470	0	2977	4964	2618	0	1900		
Right Turn on Red			No				No	Yes		
Satd. Flow (RTOR)										
Link Speed (mph)	40				40					
Link Distance (ft)	625				576					
Travel Time (s)	10.7				9.8					
Confl. Peds. (#/hr)		16		16				4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Heavy Vehicles (%)	4%	0%	0%	5%	1%	5%	0%	0%		
Adj. Flow (vph)	1140	21	26	256	2541	366	3	0		
Shared Lane Traffic (%)										
Lane Group Flow (vph)	1140	47	0	256	2541	369	0	0		
Enter Blocked Intersection	No	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	R NA		
Median Width(ft)	18				18					
Link Offset(ft)	0				0					
Crosswalk Width(ft)	16				16					
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.00		
Turning Speed (mph)		9	9	15		9	9	9		
Number of Detectors	0	0		2	0	2		0		
Detector Template										
Leading Detector (ft)	0	0		50	0	50		0		
Trailing Detector (ft)	0	0		0	0	0		0		
Detector 1 Position(ft)	0	0		0	0	0		0		
Detector 1 Size(ft)	0	0		20	0	20		0		
Detector 1 Type				Cl+Ex		Cl+Ex				
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0		
Detector 2 Position(ft)				30		30				
Detector 2 Size(ft)				20		20				
Detector 2 Type				Cl+Ex		Cl+Ex				
Detector 2 Channel										

									Ø1	Ø6
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR		
Detector 2 Extend (s)				0.0		0.0				
Turn Type	NA	Perm		Prot	NA	pt+ov		Perm		
Protected Phases	2			14	16	14			1	6
Permitted Phases		2						4		
Detector Phase	2	2		14	16	14		4		
Switch Phase										
Minimum Initial (s)	10.0	10.0						10.0	3.0	10.0
Minimum Split (s)	17.0	17.0						17.6	10.6	17.0
Total Split (s)	106.0	106.0						46.0	28.0	134.0
Total Split (%)	58.9%	58.9%						25.6%	16%	74%
Maximum Green (s)	99.0	99.0						38.4	20.4	127.0
Yellow Time (s)	4.0	4.0						3.5	3.5	4.0
All-Red Time (s)	3.0	3.0						4.1	4.1	3.0
Lost Time Adjust (s)	0.0	0.0						0.0		
Total Lost Time (s)	7.0	7.0						7.6		
Lead/Lag	Lag	Lag							Lead	
Lead-Lag Optimize?	Yes	Yes							Yes	
Vehicle Extension (s)	0.2	0.2						3.0	3.0	0.2
Recall Mode	C-Max	C-Max						None	None	C-Max
Walk Time (s)	7.0	7.0						7.0		
Flash Dont Walk (s)	30.0	30.0						31.0		
Pedestrian Calls (#/hr)	1	1						0		
Act Effct Green (s)	99.0	99.0		66.4	140.2	66.4				
Actuated g/C Ratio	0.55	0.55		0.37	0.78	0.37				
v/c Ratio	0.43	0.06		0.23	0.66	0.38				
Control Delay	24.5	19.2		44.0	7.8	43.2				
Queue Delay	0.0	0.0		0.0	36.2	0.0				
Total Delay	24.5	19.2		44.0	44.0	43.2				
LOS	C	B		D	D	D				
Approach Delay	24.3				44.0					
Approach LOS	C				D					
Queue Length 50th (ft)	284	25		93	898	182				
Queue Length 95th (ft)	321	48		m93	m855	236				
Internal Link Dist (ft)	545				496					
Turn Bay Length (ft)		55		150		205				
Base Capacity (vph)	2651	808		1103	3865	962				
Starvation Cap Reductn	0	0		0	1500	0				
Spillback Cap Reductn	0	0		0	0	0				
Storage Cap Reductn	0	0		0	0	0				
Reduced v/c Ratio	0.43	0.06		0.23	1.07	0.38				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 101 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66

Intersection Signal Delay: 38.6
 Intersection Capacity Utilization 71.5%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.



























Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke















Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB B weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  							
Traffic Volume (vph)	492	1006	22	7	1979	80	94	139	0	130	89	507
Future Volume (vph)	492	1006	22	7	1979	80	94	139	0	130	89	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	1.00		0.98			0.99	0.97	0.95
Frt		0.997			0.994						0.894	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3030	4751	0	1745	4881	0	1728	1722	0	1711	1447	1440
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3028	4751	0	1733	4881	0	1687	1722	0	1688	1447	1371
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	4		10	10		4	25		11	11		25
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	4%	5%	10%	0%	2%	3%	1%	3%	0%	2%	7%	3%
Adj. Flow (vph)	497	1016	22	7	1999	81	95	140	0	131	90	512
Shared Lane Traffic (%)												43%
Lane Group Flow (vph)	497	1038	0	7	2080	0	95	140	0	131	310	292
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB B weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	38.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	40.0	91.0		23.0	74.0		26.0	26.0		40.0	40.0	40.0
Total Split (%)	22.2%	50.6%		12.8%	41.1%		14.4%	14.4%		22.2%	22.2%	22.2%
Maximum Green (s)	34.0	85.0		17.0	68.0		20.0	20.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		8			4		3	3		1	1	
Act Effct Green (s)	32.1	103.4		7.6	69.9		17.7	17.7		36.3	36.3	68.5
Actuated g/C Ratio	0.18	0.57		0.04	0.39		0.10	0.10		0.20	0.20	0.38
v/c Ratio	0.92	0.38		0.10	1.10		0.56	0.83		0.38	1.06	0.55
Control Delay	96.7	39.4		64.0	88.0		89.9	114.6		66.7	134.8	44.5
Queue Delay	0.0	0.5		0.0	1.2		0.0	0.0		0.0	0.0	0.0
Total Delay	96.7	39.8		64.0	89.2		89.9	114.6		66.7	134.8	44.5
LOS	F	D		E	F		F	F		E	F	D
Approach Delay		58.2			89.1			104.7			86.7	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	308	325		8	~1040		108	164		137	~440	266
Queue Length 95th (ft)	#389	406		m10	#1105		176	#265		213	#667	371
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	572	2729		164	1894		192	191		345	292	548
Starvation Cap Reductn	0	1105		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	275		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.87	0.64		0.04	1.28		0.49	0.73		0.38	1.06	0.53

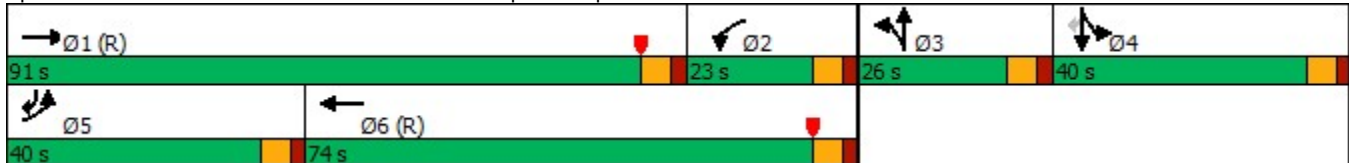
Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 172 (96%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10

Intersection Signal Delay: 79.2 Intersection LOS: E
 Intersection Capacity Utilization 103.9% ICU Level of Service G
 Analysis Period (min) 15

































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

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB B weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (vph)	255	1005	100	98	1820	65	184	503	209	121	240	238
Future Volume (vph)	255	1005	100	98	1820	65	184	503	209	121	240	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99					0.98
Frt		0.986			0.995				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3054	4745	0	3120	4836	0	3204	3323	1516	3083	3172	1358
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3053	4745	0	3112	4836	0	3181	3323	1516	3083	3172	1329
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	4		6	6		4	7					7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	4%	4%	1%	3%	6%	2%	5%	3%	6%	10%	7%
Adj. Flow (vph)	280	1104	110	108	2000	71	202	553	230	133	264	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	1214	0	108	2071	0	202	553	230	133	264	262
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB B weekday AM peak hour
05/23/2024

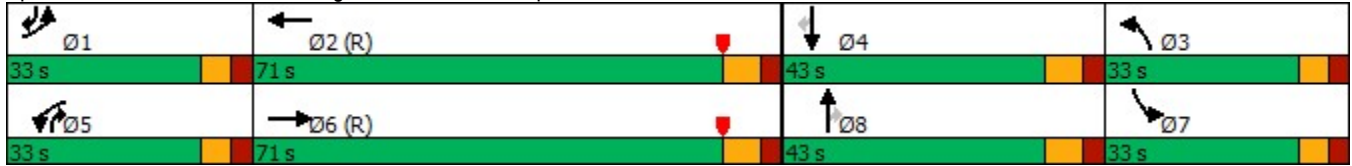
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	33.0	71.0		33.0	71.0		33.0	43.0	33.0	33.0	43.0	33.0
Total Split (%)	18.3%	39.4%		18.3%	39.4%		18.3%	23.9%	18.3%	18.3%	23.9%	18.3%
Maximum Green (s)	26.0	63.0		26.0	63.0		26.0	35.0	26.0	26.0	35.0	26.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		2			0			2			1	
Act Effct Green (s)	20.8	93.5		10.6	83.4		24.4	32.8	44.5	13.0	21.4	43.3
Actuated g/C Ratio	0.12	0.52		0.06	0.46		0.14	0.18	0.25	0.07	0.12	0.24
v/c Ratio	0.80	0.49		0.59	0.92		0.47	0.91	0.61	0.60	0.70	0.81
Control Delay	93.8	29.9		95.1	53.3		75.8	92.2	47.5	91.5	85.4	60.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	29.9		95.1	53.3		75.8	92.2	47.5	91.5	85.4	60.0
LOS	F	C		F	D		E	F	D	F	F	E
Approach Delay		41.9			55.3			78.4			76.5	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	169	338		65	844		112	337	191	80	162	206
Queue Length 95th (ft)	217	435		100	#1116		166	#418	241	115	197	247
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	442	2466		450	2239		472	646	503	445	616	362
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.49		0.24	0.92		0.43	0.86	0.46	0.30	0.43	0.72

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92

Intersection Signal Delay: 58.5
 Intersection Capacity Utilization 87.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



							Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations							
Traffic Volume (vph)	754	18	334	325	0	790	
Future Volume (vph)	754	18	334	325	0	790	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor							
Frt	0.996					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3309	0	2971	3008	0	2733	
Flt Permitted			0.950				
Satd. Flow (perm)	3309	0	2971	3008	0	2733	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						7	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)					1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	5%	6%	10%	12%	0%	4%	
Adj. Flow (vph)	785	19	348	339	0	823	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	804	0	348	339	0	823	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	20.1		47.5	21.4		47.5	
Actuated g/C Ratio	0.25		0.60	0.27		0.60	
v/c Ratio	0.96		0.20	0.42		0.50	
Control Delay	55.5		7.5	25.2		10.3	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	55.5		7.5	25.2		10.3	
LOS	E		A	C		B	
Approach Delay	55.5			16.2	10.3		
Approach LOS	E			B	B		
Queue Length 50th (ft)	206		36	72		119	
Queue Length 95th (ft)	#378		54	108		164	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	834		2139	1328		1970	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.96		0.16	0.26		0.42	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 79.6
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 27.8
 Intersection Capacity Utilization 59.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 47: Merrick Ave & Bellmore Ave















Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	261	30	224	290	40	27	693	191	22	372	109
Future Volume (vph)	135	261	30	224	290	40	27	693	191	22	372	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				1.00			0.98			0.99	
Frt		0.984			0.982			0.968			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3195	0	1604	3250	0	1745	3232	0	1586	3068	0
Flt Permitted	0.549			0.570			0.433			0.187		
Satd. Flow (perm)	920	3195	0	963	3250	0	795	3232	0	312	3068	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			27			51			55	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)	1					1	1		3	3		1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	8%	3%	5%	6%	0%	0%	6%	7%	10%	9%	9%
Adj. Flow (vph)	138	266	31	229	296	41	28	707	195	22	380	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	297	0	229	337	0	28	902	0	22	491	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

FB B weekday AM peak hour
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0		20.0
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0		36.0
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%		45.6%
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0		6.0
Lead/Lag				Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2		0.2
Recall Mode	Max	Max		None			Max	Max		Max		Max
Walk Time (s)	8.0	8.0					1.0	1.0		1.0		1.0
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0		0.0
Pedestrian Calls (#/hr)	1	1					0	0		0		0
Act Effct Green (s)	26.0	26.0		36.9	40.9		30.0	30.0		30.0		30.0
Actuated g/C Ratio	0.32	0.32		0.46	0.51		0.37	0.37		0.37		0.37
v/c Ratio	0.47	0.29		0.45	0.20		0.10	0.73		0.19		0.42
Control Delay	28.7	20.5		14.9	10.4		18.3	25.1		23.0		18.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	28.7	20.5		14.9	10.4		18.3	25.1		23.0		18.2
LOS	C	C		B	B		B	C		C		B
Approach Delay		23.1			12.2			24.9				18.4
Approach LOS		C			B			C				B
Queue Length 50th (ft)	56	56		63	42		9	196		8		85
Queue Length 95th (ft)	112	88		108	65		27	268		27		127
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	295	1038		531	1636		294	1231		115		1173
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.47	0.29		0.43	0.21		0.10	0.73		0.19		0.42

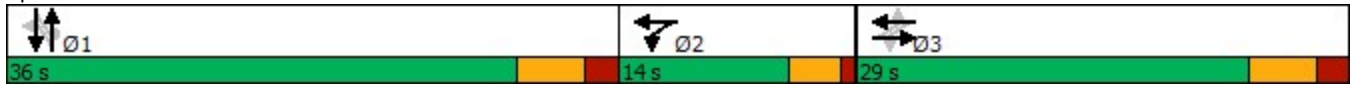
Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 80.9
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 20.3
 Intersection LOS: C

Intersection Capacity Utilization 59.4%
Analysis Period (min) 15

ICU Level of Service B

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd



Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave













FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	9	246	135	8	49	354	428	54	45	296	756	107
Future Volume (vph)	9	246	135	8	49	354	428	54	45	296	756	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99				1.00	1.00			1.00	1.00	
Frt		0.945					0.983				0.981	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1518	3102	0	0	0	1599	3266	0	0	1666	3302	0
Flt Permitted	0.461					0.420				0.265		
Satd. Flow (perm)	736	3102	0	0	0	706	3266	0	0	465	3302	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	1		1	1	1	1		1		1		1
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	11%	11%	6%	0%	6%	1%	5%	4%	2%	1%	3%	7%
Adj. Flow (vph)	10	265	145	9	53	381	460	58	48	318	813	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	419	0	0	0	434	518	0	0	366	928	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	3 4		1	1	1 2	
Permitted Phases	4				3 4	3 4			1 2	1 2		

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	30	294	209	2
Future Volume (vph)	30	294	209	2
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Frt		0.937		
Flt Protected	0.950			
Satd. Flow (prot)	1574	3094	0	0
Flt Permitted	0.308			
Satd. Flow (perm)	510	3094	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	1		1	1
Confl. Bikes (#/hr)				
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	8%	1%	0%
Adj. Flow (vph)	32	316	225	2
Shared Lane Traffic (%)				
Lane Group Flow (vph)	32	543	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			

Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave





FB B weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Detector Phase	4	4			3	3	3 4		1	1	1 2	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	17.1	17.1				38.2	43.2			30.1	35.2	
Actuated g/C Ratio	0.19	0.19				0.43	0.49			0.34	0.40	
v/c Ratio	0.07	0.70				0.88	0.32			1.09	0.71	
Control Delay	29.8	39.8				36.8	14.1			101.7	26.9	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	29.8	39.8				36.8	14.1			101.7	26.9	
LOS	C	D				D	B			F	C	
Approach Delay		39.6					24.4				48.0	
Approach LOS		D					C				D	
Queue Length 50th (ft)	5	116				161	87			~182	227	
Queue Length 95th (ft)	18	165				#279	121			#394	334	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	250	1057				516	2073			336	1313	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.04	0.40				0.84	0.25			1.09	0.71	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 88.4
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 46.3
 Intersection Capacity Utilization 111.8%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

Intersection LOS: D
 ICU Level of Service H

Lane Group	 SBL	 SBT	 SBR	 SBR2
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	0	0		
Act Effct Green (s)	15.1	15.1		
Actuated g/C Ratio	0.17	0.17		
v/c Ratio	0.37	1.03		
Control Delay	48.4	85.8		
Queue Delay	0.0	0.0		
Total Delay	48.4	85.8		
LOS	D	F		
Approach Delay		83.8		
Approach LOS		F		
Queue Length 50th (ft)	16	~176		
Queue Length 95th (ft)	49	#306		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	86	527		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.37	1.03		
Intersection Summary				

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













Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave



Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	547	60	80	715	116	115	418	40	132	315	58
Future Volume (vph)	122	547	60	80	715	116	115	418	40	132	315	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.985			0.979			0.987			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1560	3214	0	1604	3207	0	1620	1767	0	1546	1707	0
Flt Permitted	0.142			0.332			0.365			0.177		
Satd. Flow (perm)	233	3214	0	558	3207	0	620	1767	0	287	1707	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			19			5			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	5		6	6		5	7		11	11		7
Confl. Bikes (#/hr)			1			2			3			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	6%	12%	5%	7%	0%	4%	6%	5%	9%	9%	5%
Adj. Flow (vph)	124	558	61	82	730	118	117	427	41	135	321	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	619	0	82	848	0	117	468	0	135	380	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

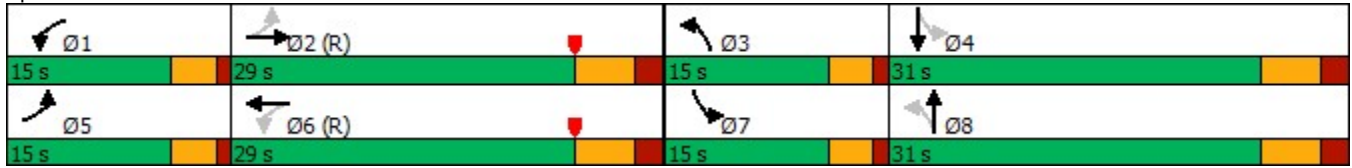
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	14.0		7.0	14.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		2			4			2			2	
Act Effct Green (s)	39.2	29.7		35.7	26.6		36.0	25.8		38.4	28.5	
Actuated g/C Ratio	0.44	0.33		0.40	0.30		0.40	0.29		0.43	0.32	
v/c Ratio	0.55	0.58		0.27	0.88		0.35	0.92		0.54	0.69	
Control Delay	24.7	28.7		17.2	43.5		17.2	56.7		23.0	35.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.7	28.7		17.2	43.5		17.2	56.7		23.0	35.4	
LOS	C	C		B	D		B	E		C	D	
Approach Delay		28.0			41.2			48.8			32.1	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	41	156		26	241		37	251		43	185	
Queue Length 95th (ft)	78	225		54	#387		69	#452		79	#336	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	266	1067		371	959		388	513		279	548	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.47	0.58		0.22	0.88		0.30	0.91		0.48	0.69	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 56 (62%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 37.6
 Intersection Capacity Utilization 78.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave















Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	611	67	18	648	181	150	318	15	260	236	17
Future Volume (vph)	20	611	67	18	648	181	150	318	15	260	236	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.97	1.00				1.00	
Frt		0.986				0.850		0.993			0.990	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3173	0	1745	3261	1422	1604	1757	0	1589	1714	0
Flt Permitted		0.921		0.230			0.596			0.258		
Satd. Flow (perm)	0	2925	0	422	3261	1382	1005	1757	0	432	1714	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		12						2			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	4					4	2					2
Confl. Bikes (#/hr)						3						1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	26%	8%	6%	0%	7%	6%	5%	4%	0%	6%	5%	19%
Adj. Flow (vph)	21	636	70	19	675	189	156	331	16	271	246	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	727	0	19	675	189	156	347	0	271	264	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

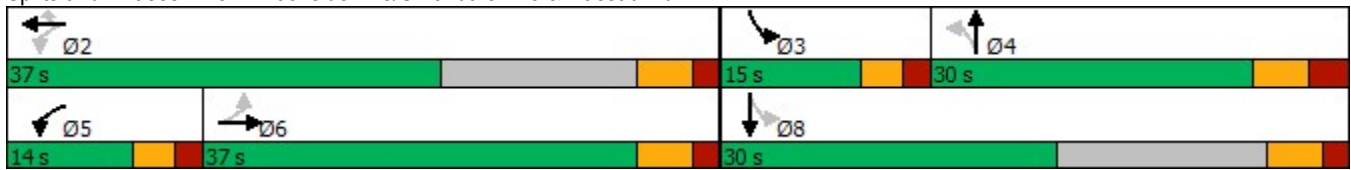
FB B weekday AM peak hour
05/23/2024


















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	1	1			0	0						
Act Effct Green (s)		31.3		36.6	35.6	35.6	20.1	20.1		37.3	36.3	
Actuated g/C Ratio		0.37		0.44	0.42	0.42	0.24	0.24		0.44	0.43	
v/c Ratio		0.66		0.07	0.49	0.32	0.65	0.82		0.82	0.36	
Control Delay		26.7		14.3	19.1	18.2	44.0	48.4		40.6	18.2	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		26.7		14.3	19.1	18.2	44.0	48.4		40.6	18.2	
LOS		C		B	B	B	D	D		D	B	
Approach Delay		26.7			18.8			47.0			29.6	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		151		6	136	67	68	158		82	78	
Queue Length 95th (ft)		269		18	187	118	#167	#336		#245	168	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1098		327	1765	748	277	487		330	806	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.66		0.06	0.38	0.25	0.56	0.71		0.82	0.33	

Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 84
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 28.5
 Intersection Capacity Utilization 80.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



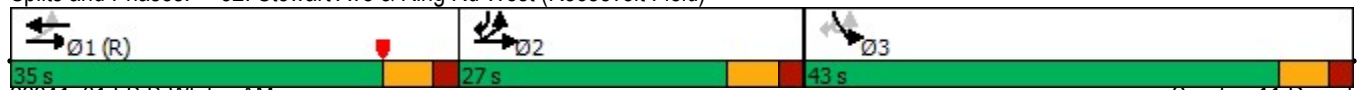
							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		  	  			 	
Traffic Volume (vph)	380	1026	1191	57	7	28	291
Future Volume (vph)	380	1026	1191	57	7	28	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Frt			0.993			0.879	0.850
Flt Protected	0.950					0.991	
Satd. Flow (prot)	1636	4746	4858	0	0	2901	1353
Flt Permitted	0.147					0.991	
Satd. Flow (perm)	253	4746	4858	0	0	2901	1353
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			7			152	2
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	2%	2%	13%	0%	19%	5%
Adj. Flow (vph)	396	1069	1241	59	7	29	303
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	396	1069	1300	0	0	188	151
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2
Permitted Phases	12				3		3
Detector Phase	2	12	1		3	3	2

Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	76.9	82.9	50.9			10.1	42.1
Actuated g/C Ratio	0.73	0.79	0.48			0.10	0.40
v/c Ratio	0.75	0.29	0.55			0.45	0.28
Control Delay	34.4	3.2	19.8			15.5	23.3
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	34.4	3.2	19.8			15.5	23.3
LOS	C	A	B			B	C
Approach Delay		11.6	19.8			19.0	
Approach LOS		B	B			B	
Queue Length 50th (ft)	147	56	214			11	73
Queue Length 95th (ft)	#310	71	245			45	132
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	528	3746	2356			1120	544
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	0.75	0.29	0.55			0.17	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 15.9
 Intersection Capacity Utilization 68.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lanes, Volumes, Timings
 53: Roosevelt Field Mall & Old Country Rd

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	11	1591	356	7	173	2307	64	136	9	58	41
Future Volume (vph)	1	11	1591	356	7	173	2307	64	136	9	58	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor				0.98		1.00				1.00	0.99	
Frt				0.850			0.996			0.967	0.850	
Flt Protected		0.950				0.950			0.950	0.970		0.950
Satd. Flow (prot)	0	1542	4821	1545	0	3353	6114	0	2582	1338	1534	1720
Flt Permitted		0.950				0.950			0.950	0.970		0.950
Satd. Flow (perm)	0	1542	4821	1519	0	3351	6114	0	2582	1338	1514	1720
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				375			3			9	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)				4		4						
Confl. Bikes (#/hr)				1							2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	10%	4%	8%	0%	1%	3%	0%	23%	0%	0%	3%
Adj. Flow (vph)	1	12	1675	375	7	182	2428	67	143	9	61	43
Shared Lane Traffic (%)									24%		19%	25%
Lane Group Flow (vph)	0	13	1675	375	0	189	2495	0	109	55	49	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↙	↙
Traffic Volume (vph)	22	42
Future Volume (vph)	22	42
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected	0.984	
Satd. Flow (prot)	1594	1615
Flt Permitted	0.984	
Satd. Flow (perm)	1594	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	10%	0%
Adj. Flow (vph)	23	44
Shared Lane Traffic (%)		
Lane Group Flow (vph)	34	44
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	1			0		1	1		
Act Effct Green (s)		7.0	94.0	114.0		14.3	103.6		20.0	20.0	40.3	10.9
Actuated g/C Ratio		0.04	0.59	0.71		0.09	0.65		0.12	0.12	0.25	0.07
v/c Ratio		0.19	0.59	0.31		0.63	0.63		0.34	0.31	0.11	0.27
Control Delay		97.2	20.1	1.3		79.6	21.7		63.8	53.6	4.9	76.4
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		97.2	20.1	1.3		79.6	21.7		63.8	53.6	4.9	76.4
LOS		F	C	A		E	C		E	D	A	E
Approach Delay			17.2				25.8			47.6		
Approach LOS			B				C			D		
Queue Length 50th (ft)		14	198	13		100	423		60	53	0	34
Queue Length 95th (ft)		m24	724	m23		140	766		76	89	21	72
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		231	2831	1344		502	3960		742	391	526	172
Starvation Cap Reductn		0	0	0		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	0		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.06	0.59	0.28		0.38	0.63		0.15	0.14	0.09	0.19






Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 118 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated













Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	10.9	19.1
Actuated g/C Ratio	0.07	0.12
v/c Ratio	0.31	0.23
Control Delay	78.5	43.0
Queue Delay	0.0	0.0
Total Delay	78.5	43.0
LOS	E	D
Approach Delay	63.7	
Approach LOS	E	
Queue Length 50th (ft)	36	35
Queue Length 95th (ft)	76	48
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	159	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.21	0.11
Intersection Summary		

Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 24.0
 Intersection Capacity Utilization 74.5%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1	 Ø2 (R)	 Ø4	 Ø8
30 s	56 s	22 s	52 s
 Ø5	 Ø6 (R)		
30 s	56 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	910	211	17	1145	51	490	132	5	33	51	70
Future Volume (vph)	88	910	211	17	1145	51	490	132	5	33	51	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98					1.00		1.00		
Frt			0.850		0.994			0.995			0.913	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1662	3422	1538	1416	3291	0	3204	1671	0	1597	1516	0
Flt Permitted	0.097			0.240			0.950			0.950		
Satd. Flow (perm)	170	3422	1508	358	3291	0	3204	1671	0	1590	1516	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			178		3			1				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)			2	2					3	3		
Confl. Bikes (#/hr)			5						2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	9%	5%	19%	9%	10%	2%	5%	20%	13%	10%	11%
Adj. Flow (vph)	90	929	215	17	1168	52	500	135	5	34	52	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	929	215	17	1220	0	500	140	0	34	123	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20				20
Link Offset(ft)		0			0			0				-12
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	79.0	72.9	72.9	72.2	64.8		28.3	28.3		16.7	16.7	
Actuated g/C Ratio	0.56	0.52	0.52	0.52	0.46		0.20	0.20		0.12	0.12	
v/c Ratio	0.49	0.52	0.25	0.08	0.80		0.77	0.41		0.18	0.68	
Control Delay	25.8	26.2	6.5	18.2	38.6		61.0	51.0		55.3	77.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.8	26.2	6.5	18.2	38.6		61.0	51.0		55.3	77.3	
LOS	C	C	A	B	D		E	D		E	E	
Approach Delay		22.7			38.3			58.8				72.5
Approach LOS		C			D			E				E
Queue Length 50th (ft)	37	267	15	7	491		223	111		28	109	
Queue Length 95th (ft)	80	459	79	23	#797		270	168		61	171	
Internal Link Dist (ft)		525			368			433				428
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	234	1782	870	298	1524		784	409		330	314	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.52	0.25	0.06	0.80		0.64	0.34		0.10	0.39	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 108 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 38.1

Intersection LOS: D







Intersection Capacity Utilization 77.4%















ICU Level of Service D







Analysis Period (min) 15

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

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

 Ø1 17 s	 Ø2 (R) 48 s	 Ø4 35 s	 Ø8 40 s
 Ø5 17 s	 Ø6 (R) 48 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	109	84	105	1259	951	133
Future Volume (vph)	109	84	105	1259	951	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.982	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3134	1583	1671	3343	3253	0
Flt Permitted	0.950		0.169			
Satd. Flow (perm)	3134	1583	297	3343	3253	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		6			20	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)		2	2			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	2%	8%	8%	9%	7%
Adj. Flow (vph)	114	88	109	1311	991	139
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	88	109	1311	1130	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	2					
Act Effct Green (s)	9.3	24.2	39.1	42.5	23.6	
Actuated g/C Ratio	0.16	0.40	0.65	0.71	0.39	
v/c Ratio	0.24	0.14	0.22	0.55	0.87	
Control Delay	22.9	8.7	5.8	7.8	30.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.9	8.7	5.8	7.8	30.9	
LOS	C	A	A	A	C	
Approach Delay	16.7			7.6	30.9	
Approach LOS	B			A	C	
Queue Length 50th (ft)	19	16	9	106	~203	
Queue Length 95th (ft)	37	35	40	278	#446	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1320	752	545	2373	1292	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.12	0.20	0.55	0.87	

Intersection Summary












Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 59.9
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 17.9
 Intersection Capacity Utilization 53.9%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.







Intersection LOS: B
 ICU Level of Service A

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	25	19	1347	1114	31
Future Volume (vph)	22	25	19	1347	1114	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor		0.99	1.00		1.00	
Frt		0.850			0.996	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1583	1615	1703	4759	3265	0
Flt Permitted	0.950		0.166			
Satd. Flow (perm)	1583	1595	297	4759	3265	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		27			3	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			7			7
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	6%	9%	10%	10%
Adj. Flow (vph)	23	27	20	1433	1185	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	27	20	1433	1218	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3	1 2			
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	2	2				
Act Effct Green (s)	10.3	10.3	35.4	44.2	24.1	
Actuated g/C Ratio	0.18	0.18	0.61	0.76	0.41	
v/c Ratio	0.08	0.09	0.04	0.40	0.90	
Control Delay	19.3	8.2	8.8	6.5	34.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.3	8.2	8.8	6.5	34.6	
LOS	B	A	A	A	C	
Approach Delay	13.3			6.5	34.6	
Approach LOS	B			A	C	
Queue Length 50th (ft)	8	0	2	69	214	
Queue Length 95th (ft)	21	15	15	217	#595	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	749	769	569	3706	1353	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.03	0.04	0.04	0.39	0.90	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 58.3
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 19.2
 Intersection Capacity Utilization 46.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A
 # 95th percentile volume exceeds capacity, queue may be longer.



























Queue shown is maximum after two cycles.

Splits and Phases: 56: Merrick Ave & Privado Rd



Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB B weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	105	724	151	362	1474	251	243	326	86	68	232	38
Future Volume (vph)	105	724	151	362	1474	251	243	326	86	68	232	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98		0.99			1.00	
Frt			0.850			0.850		0.969			0.985	
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1547	4803	1311	1620	4893	1334	1477	1551	0	0	1633	0
Flt Permitted	0.950			0.950			0.443				0.469	
Satd. Flow (perm)	1546	4803	1280	1619	4893	1306	689	1551	0	0	773	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						194		15			7	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)	1		1	1		1			21	21		
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	8%	15%	4%	6%	13%	10%	5%	11%	38%	8%	3%
Adj. Flow (vph)	113	778	162	389	1585	270	261	351	92	73	249	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	778	162	389	1585	270	261	443	0	0	363	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	31.0	31.0	24.0	44.0	44.0	35.0	35.0		35.0	35.0	
Total Split (%)	12.2%	34.4%	34.4%	26.7%	48.9%	48.9%	38.9%	38.9%		38.9%	38.9%	
Maximum Green (s)	6.0	23.6	23.6	19.0	36.6	36.6	28.2	28.2		28.2	28.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	6.0	23.6	23.6	19.0	36.6	36.6	28.2	28.2				28.2
Actuated g/C Ratio	0.07	0.26	0.26	0.21	0.41	0.41	0.31	0.31				0.31
v/c Ratio	1.10	0.62	0.48	1.14	0.80	0.42	1.21	0.89				1.47
Control Delay	159.7	31.8	33.8	126.2	27.2	8.0	162.0	51.2				259.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	159.7	31.8	33.8	126.2	27.2	8.0	162.0	51.2				259.3
LOS	F	C	C	F	C	A	F	D				F
Approach Delay		45.8			42.0			92.3				259.3
Approach LOS		D			D			F				F
Queue Length 50th (ft)	~73	142	78	~261	282	27	~183	231				~286
Queue Length 95th (ft)	#180	184	140	#435	342	85	#332	#412				#460
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	103	1259	335	342	1989	646	215	496				247
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	1.10	0.62	0.48	1.14	0.80	0.42	1.21	0.89				1.47

Intersection Summary

Area Type: Other

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.47
 Intersection Signal Delay: 69.1
 Intersection Capacity Utilization 104.0%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service G

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













Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke



Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	141	20	44	68	322	11	900	55	141	415	20
Future Volume (vph)	86	141	20	44	68	322	11	900	55	141	415	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.99					1.00	
Frt		0.989				0.850		0.991			0.993	
Flt Protected		0.983			0.981		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1680	1553	1624	3295	0	1518	3019	0
Flt Permitted		0.837			0.811		0.486			0.193		
Satd. Flow (perm)	0	1490	0	0	1388	1533	831	3295	0	308	3019	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				343		9			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	1		1	1		1						
Confl. Bikes (#/hr)			3									1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	9%	4%	0%	0%	12%	4%	0%	5%	4%	7%	11%	5%
Adj. Flow (vph)	91	150	21	47	72	343	12	957	59	150	441	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	262	0	0	119	343	12	1016	0	150	462	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	0	0		0	0	0						
Act Effct Green (s)		14.8			14.8	14.8	20.7	20.7		27.6	29.0	
Actuated g/C Ratio		0.27			0.27	0.27	0.38	0.38		0.50	0.53	
v/c Ratio		0.65			0.32	0.52	0.04	0.82		0.51	0.29	
Control Delay		26.2			19.3	5.4	16.2	26.4		14.3	8.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		26.2			19.3	5.4	16.2	26.4		14.3	8.5	
LOS		C			B	A	B	C		B	A	
Approach Delay		26.2			9.0			26.3			9.9	
Approach LOS		C			A			C			A	
Queue Length 50th (ft)		75			32	0	3	160		21	38	
Queue Length 95th (ft)		150			73	50	15	#363		61	82	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		647			599	856	312	1243		392	1592	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.40			0.20	0.40	0.04	0.82		0.38	0.29	

Intersection Summary










Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 55.2
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.82

Intersection Signal Delay: 18.7
Intersection Capacity Utilization 74.0%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection LOS: B
ICU Level of Service D

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	203	234	84	237	101
Future Volume (vph)	9	203	234	84	237	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.871		0.964			
Flt Protected	0.998					0.966
Satd. Flow (prot)	1508	0	1892	0	0	1738
Flt Permitted	0.998					0.966
Satd. Flow (perm)	1508	0	1892	0	0	1738
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)	3	1		5	5	
Confl. Bikes (#/hr)				4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	22%	9%	7%	5%	10%	7%
Adj. Flow (vph)	10	228	263	94	266	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	238	0	357	0	0	379
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 59.2% ICU Level of Service B
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 59: Main St & Meadow St













FB B weekday AM peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	203	234	84	237	101
Future Volume (Veh/h)	9	203	234	84	237	101
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	10	228	263	94	266	113
Pedestrians	5		3			1
Lane Width (ft)	12.0		15.0			13.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.96					
vC, conflicting volume	963	316			362	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	938	316			362	
tC, single (s)	6.6	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.7	3.4			2.3	
p0 queue free %	95	68			77	
cM capacity (veh/h)	197	704			1148	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	238	357	379			
Volume Left	10	0	266			
Volume Right	228	94	0			
cSH	635	1700	1148			
Volume to Capacity	0.37	0.21	0.23			
Queue Length 95th (ft)	43	0	22			
Control Delay (s)	14.0	0.0	7.0			
Lane LOS	B		A			
Approach Delay (s)	14.0	0.0	7.0			
Approach LOS	B					
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization			59.2%		ICU Level of Service	B
Analysis Period (min)			15			

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	160	52	9	124	29	56	514	32	7	165	34
Future Volume (vph)	57	160	52	9	124	29	56	514	32	7	165	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00	0.97		1.00	0.98
Frt		0.974			0.976				0.850			0.850
Flt Protected		0.990			0.997			0.995			0.998	
Satd. Flow (prot)	0	1695	0	0	1704	0	0	1700	1429	0	1702	1277
Flt Permitted		0.882			0.972			0.950			0.974	
Satd. Flow (perm)	0	1509	0	0	1661	0	0	1622	1388	0	1661	1246
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		27							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	6		6	6		6	3		3	3		3
Confl. Bikes (#/hr)			1						4			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	8%	4%	0%	9%	7%	2%	4%	13%	29%	3%	18%
Adj. Flow (vph)	60	168	55	9	131	31	59	541	34	7	174	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	283	0	0	171	0	0	600	34	0	181	36
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

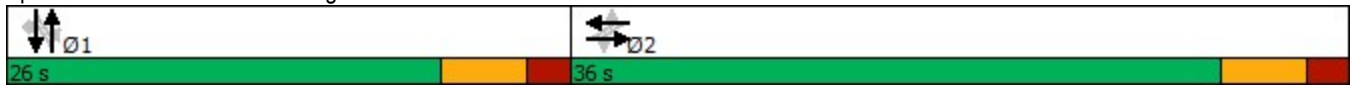
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)		12.9			12.9			20.1	20.1		20.1	20.1
Actuated g/C Ratio		0.29			0.29			0.45	0.45		0.45	0.45
v/c Ratio		0.63			0.36			0.83	0.05		0.24	0.06
Control Delay		19.2			14.8			26.1	2.7		10.0	2.9
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		19.2			14.8			26.1	2.7		10.0	2.9
LOS		B			B			C	A		B	A
Approach Delay		19.2			14.8			24.9			8.8	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)		56			34			116	0		25	0
Queue Length 95th (ft)		112			70			#354	9		74	10
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1019			1112			724	648		741	585
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.28			0.15			0.83	0.05		0.24	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 45.1
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 19.6
 Intersection Capacity Utilization 92.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service F

















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

Splits and Phases: 60: Washington Ave & Meadow St



Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB B weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	67	28	9	68	23	85	947	15	8	394	52
Future Volume (vph)	82	67	28	9	68	23	85	947	15	8	394	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.978			0.969			0.998			0.983	
Flt Protected		0.977			0.995			0.996			0.999	
Satd. Flow (prot)	0	1708	0	0	1736	0	0	3408	0	0	3164	0
Flt Permitted		0.800			0.949			0.864			0.929	
Satd. Flow (perm)	0	1397	0	0	1655	0	0	2956	0	0	2942	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			24			3			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	2		4	4		2	2		6	6		2
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	6%	15%	0%	6%	5%	6%	5%	17%	13%	13%	2%
Adj. Flow (vph)	87	71	30	10	72	24	90	1007	16	9	419	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	0	106	0	0	1113	0	0	483	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB B weekday AM peak hour
05/23/2024










Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	3	3		3	3							
Act Effct Green (s)		11.1			11.1			24.7			24.7	
Actuated g/C Ratio		0.25			0.25			0.57			0.57	
v/c Ratio		0.51			0.24			0.67			0.29	
Control Delay		16.9			11.2			14.6			8.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.9			11.2			14.6			8.1	
LOS		B			B			B			A	
Approach Delay		16.9			11.2			14.6			8.1	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		34			16			101			30	
Queue Length 95th (ft)		74			41			#300			84	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		753			892			1672			1675	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.12			0.67			0.29	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 43.6
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 13.0
 Intersection Capacity Utilization 77.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 61: Clinton St & Meadow St












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	4	66	20	6	53	7
Future Volume (vph)	4	66	20	6	53	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.872				0.984	
Flt Protected				0.963	0.958	
Satd. Flow (prot)	1517	0	0	1633	1756	0
Flt Permitted				0.963	0.958	
Satd. Flow (perm)	1517	0	0	1633	1756	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)		10	10		1	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	50%	7%	0%	50%	10%	0%
Adj. Flow (vph)	4	73	22	7	58	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	0	0	29	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.1% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 62: Lindbergh St & Meadow St

FB B weekday AM peak hour
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	4	66	20	6	53	7
Future Volume (Veh/h)	4	66	20	6	53	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	4	73	22	7	58	8
Pedestrians	1			3	10	
Lane Width (ft)	12.0			12.0	14.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			87		102	54
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			87		102	54
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			99		93	99
cM capacity (veh/h)			1505		853	1005
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	77	29	66			
Volume Left	0	22	58			
Volume Right	73	0	8			
cSH	1700	1505	869			
Volume to Capacity	0.05	0.01	0.08			
Queue Length 95th (ft)	0	1	6			
Control Delay (s)	0.0	5.7	9.5			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.7	9.5			
Approach LOS			A			
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization			19.1%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	600	330	49	85	8
Future Volume (vph)	1	600	330	49	85	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.983		0.989	
Flt Protected					0.956	
Satd. Flow (prot)	0	1827	1705	0	1748	0
Flt Permitted					0.956	
Satd. Flow (perm)	0	1827	1705	0	1748	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	3			3		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	4%	9%	13%	3%	0%
Adj. Flow (vph)	1	690	379	56	98	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	691	435	0	107	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 44.2% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 63: Westbury Blvd & Lindbergh St

FB B weekday AM peak hour
 05/23/2024













						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	600	330	49	85	8
Future Volume (Veh/h)	1	600	330	49	85	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	1	690	379	56	98	9
Pedestrians					3	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	438				1102	410
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	438				1102	410
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				58	99
cM capacity (veh/h)	1129				232	644
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	691	435	107			
Volume Left	1	0	98			
Volume Right	0	56	9			
cSH	1129	1700	245			
Volume to Capacity	0.00	0.26	0.44			
Queue Length 95th (ft)	0	0	52			
Control Delay (s)	0.0	0.0	30.5			
Lane LOS	A		D			
Approach Delay (s)	0.0	0.0	30.5			
Approach LOS			D			
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			44.2%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St

FB B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	324	361	51	81	250	111	4	42	452	115	1	36
Future Volume (vph)	324	361	51	81	250	111	4	42	452	115	1	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	12	10
Storage Length (ft)	55		0	0		0		85		95		135
Storage Lanes	1		0	0		1		1		1		1
Taper Length (ft)	25			0				110				85
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00			1.00	0.99		1.00		0.98		1.00
Frt		0.982				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1694	1690	0	0	1716	1396	0	1481	3202	1459	0	1376
Flt Permitted	0.486				0.726			0.606				0.356
Satd. Flow (perm)	866	1690	0	0	1260	1378	0	944	3202	1436	0	515
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		10				118				122		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	1		10	10		1		1		4		4
Confl. Bikes (#/hr)			5									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	8%	8%	5%	8%	0%	15%	9%	7%	0%	23%
Adj. Flow (vph)	345	384	54	86	266	118	4	45	481	122	1	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	345	438	0	0	352	118	0	49	481	122	0	39
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		11			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	1	1	1	1
Detector Template				Left			Left				Left	
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	20
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	220	70
Future Volume (vph)	220	70
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	2957	1250
Flt Permitted		
Satd. Flow (perm)	2957	1222
Right Turn on Red		Yes
Satd. Flow (RTOR)		74
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	18%	12%
Adj. Flow (vph)	234	74
Shared Lane Traffic (%)		
Lane Group Flow (vph)	234	74
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		
Leading Detector (ft)	160	160
Trailing Detector (ft)	94	154
Detector 1 Position(ft)	154	154
Detector 1 Size(ft)	6	6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4			4				2		1	1
Permitted Phases	4			4		4	2	2		2	6	6
Detector Phase	4	4		4	4	4	2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	13.0	13.0		13.0	13.0	13.0	17.0	17.0	17.0	17.0	2.0	2.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	6.0
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	14.0
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	18.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5			5.5	5.5		4.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	None
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	1	1		1	1	1						
Act Effct Green (s)	25.2	25.2			25.2	25.2		17.4	17.4	17.4		22.7
Actuated g/C Ratio	0.44	0.44			0.44	0.44		0.30	0.30	0.30		0.39
v/c Ratio	0.91	0.59			0.64	0.18		0.17	0.50	0.24		0.14
Control Delay	50.1	17.2			21.3	3.9		18.6	19.6	5.6		11.2
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	50.1	17.2			21.3	3.9		18.6	19.6	5.6		11.2
LOS	D	B			C	A		B	B	A		B
Approach Delay		31.7			17.0				16.9			
Approach LOS		C			B				B			
Queue Length 50th (ft)	88	88			75	0		11	62	0		8
Queue Length 95th (ft)	#297	231			#239	28		40	127	34		22
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55							85		95		135
Base Capacity (vph)	380	747			553	671		414	1405	698		354
Starvation Cap Reductn	0	0			0	0		0	0	0		0
Spillback Cap Reductn	0	0			0	0		0	0	0		0
Storage Cap Reductn	0	0			0	0		0	0	0		0
Reduced v/c Ratio	0.91	0.59			0.64	0.18		0.12	0.34	0.17		0.11

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 57.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	17.0	17.0
Minimum Split (s)	22.5	22.5
Total Split (s)	30.5	30.5
Total Split (%)	40.7%	40.7%
Maximum Green (s)	25.0	25.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	Min	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	21.2	21.2
Actuated g/C Ratio	0.37	0.37
v/c Ratio	0.22	0.15
Control Delay	12.5	3.9
Queue Delay	0.0	0.0
Total Delay	12.5	3.9
LOS	B	A
Approach Delay	10.5	
Approach LOS	B	
Queue Length 50th (ft)	27	0
Queue Length 95th (ft)	47	20
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	2024	859
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.12	0.09
Intersection Summary		



















Intersection Signal Delay: 21.1
 Intersection Capacity Utilization 86.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke













FB B weekday AM peak hour
 05/23/2024

												
Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	16	5	115	1115	19	3	24	2004	41	264	16	8
Future Volume (vph)	16	5	115	1115	19	3	24	2004	41	264	16	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.98	0.98	
Frt				0.998				0.995		0.850		
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	4932	0	0	1743	4736	0	1389	1715	0
Flt Permitted			0.950				0.950				0.651	
Satd. Flow (perm)	0	0	1801	4932	0	0	1738	4736	0	1366	1148	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				3								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		9	9		6		6		9	9	15	15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	4%	3%	1%	0%	0%	0%
Adj. Flow (vph)	17	5	122	1186	20	3	26	2132	44	281	17	9
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	144	1206	0	0	29	2204	0	253	15	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	1	1	1	2		0	1	2		1	1	1
Detector Template	Left	Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
Trailing Detector (ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Size(ft)	20	20	20	6		0	20	6		20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94				94				
Detector 2 Size(ft)				6				6				
Detector 2 Type				Cl+Ex				Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)				0.0				0.0				

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	83	23	72	35	31
Future Volume (vph)	83	23	72	35	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	0.99			0.99	
Frt	0.971			0.966	
Flt Protected	0.996			0.974	
Satd. Flow (prot)	1712	0	0	3299	0
Flt Permitted	0.957			0.658	
Satd. Flow (perm)	1634	0	0	2227	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	6				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)		1	1		15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	5%	1%	6%	0%
Adj. Flow (vph)	88	24	77	37	33
Shared Lane Traffic (%)					
Lane Group Flow (vph)	123	0	0	147	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	Cl+Ex			Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	

Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB B weekday AM peak hour
05/23/2024

												
Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm
Protected Phases	5	5	5	2		1	1	6				
Permitted Phases										6	4	4
Detector Phase	5	5	5	2		1	1	6		6	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0
Total Split (s)	24.0	24.0	24.0	119.0		24.0	24.0	119.0		119.0	37.0	37.0
Total Split (%)	13.3%	13.3%	13.3%	66.1%		13.3%	13.3%	66.1%		66.1%	20.6%	20.6%
Maximum Green (s)	19.0	19.0	19.0	112.0		19.0	19.0	112.0		112.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			18.8	136.5		7.6	123.3		123.3	18.9		
Actuated g/C Ratio			0.10	0.76		0.04	0.68		0.68	0.10		
v/c Ratio			0.77	0.32		0.40	0.68		0.27	0.12		
Control Delay			129.3	2.8		98.9	19.2		13.1	71.6		
Queue Delay			0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay			129.3	2.8		98.9	19.2		13.1	71.6		
LOS			F	A		F	B		B	E		
Approach Delay				16.3			19.5					
Approach LOS				B			B					
Queue Length 50th (ft)			171	77		34	568		127	16		
Queue Length 95th (ft)			#267	85		73	742		220	43		
Internal Link Dist (ft)				1126			408					
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			202	3740		183	3244		935	191		
Starvation Cap Reductn			0	0		0	0		0	0		
Spillback Cap Reductn			0	0		0	0		0	0		
Storage Cap Reductn			0	0		0	0		0	0		
Reduced v/c Ratio			0.71	0.32		0.16	0.68		0.27	0.08		

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 34 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 23.3
 Intersection LOS: C

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		36.0	36.0	
Total Split (s)	37.0		37.0	37.0	
Total Split (%)	20.6%		20.6%	20.6%	
Maximum Green (s)	30.0		30.0	30.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			22.0	22.0	
Pedestrian Calls (#/hr)			3	3	
Act Effct Green (s)	18.9			18.9	
Actuated g/C Ratio	0.10			0.10	
v/c Ratio	0.69			0.63	
Control Delay	92.9			88.1	
Queue Delay	0.0			0.0	
Total Delay	92.9			88.1	
LOS	F			F	
Approach Delay	90.6			88.1	
Approach LOS	F			F	
Queue Length 50th (ft)	144			89	
Queue Length 95th (ft)	213			124	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	277			371	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.44			0.40	
Intersection Summary					

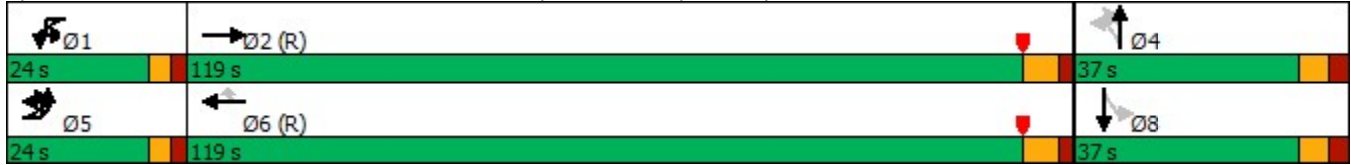
Intersection Capacity Utilization 81.0%







ICU Level of Service D

Analysis Period (min) 15

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







Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke



						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	688	0	0	1322	0	558
Future Volume (vph)	688	0	0	1322	0	558
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Fr _t						0.850
Fl _t Protected						
Satd. Flow (prot)	3374	0	0	4631	0	2538
Fl _t Permitted						
Satd. Flow (perm)	3374	0	0	4631	0	2538
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	0%	12%	0%	12%
Adj. Flow (vph)	732	0	0	1406	0	594
Shared Lane Traffic (%)						
Lane Group Flow (vph)	732	0	0	1406	0	594
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 45.2% ICU Level of Service A
 Analysis Period (min) 15

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	688	0	0	1322	0	558	
Future Volume (Veh/h)	688	0	0	1322	0	558	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly flow rate (vph)	732	0	0	1406	0	594	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)	171						
pX, platoon unblocked			0.80		0.80	0.80	
vC, conflicting volume			732		1201	366	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			179		762	0	
tC, single (s)			4.1		6.8	7.1	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.4	
p0 queue free %			100		100	30	
cM capacity (veh/h)			1133		278	846	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	366	366	469	469	469	297	297
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	297	297
cSH	1700	1700	1700	1700	1700	846	846
Volume to Capacity	0.22	0.22	0.28	0.28	0.28	0.35	0.35
Queue Length 95th (ft)	0	0	0	0	0	40	40
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.5	11.5
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			11.5	
Approach LOS						B	
Intersection Summary							
Average Delay			2.5				
Intersection Capacity Utilization			45.2%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	381	556	0	882						
Future Volume (vph)	0	0	381	556	0	882						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.939	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3027	1312	0	3252						
Flt Permitted												
Satd. Flow (perm)	0	0	3027	1312	0	3252						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			187	373								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	4%	12%	0%	11%						
Adj. Flow (vph)	0	0	482	704	0	1116						
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	813	373	0	1116						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												



Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	14.0
Total Split (s)							31.0	50.0	39.0	31.0	50.0	39.0
Total Split (%)							26%	42%	33%	26%	42%	33%
Maximum Green (s)							26.0	44.0	33.0	26.0	44.0	33.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								3				1
Act Effct Green (s)			78.7	78.7								120.0
Actuated g/C Ratio			0.66	0.66								1.00
v/c Ratio			0.40	0.38								0.34
Control Delay			8.7	2.4								0.2
Queue Delay			0.0	0.0								0.0
Total Delay			8.7	2.4								0.2
LOS			A	A								A
Approach Delay			6.7									0.2
Approach LOS			A									A
Queue Length 50th (ft)			98	0								0
Queue Length 95th (ft)			159	21								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			2040	985								3201
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			114	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.42	0.38								0.35










Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 31 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 3.6
 Intersection Capacity Utilization 28.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd



										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Lane Configurations												
Traffic Volume (vph)	0	0	194	0	1721	0	72	0	752			
Future Volume (vph)	0	0	194	0	1721	0	72	0	752			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0		400		0	0	0	0			
Storage Lanes		0		1		0	2	0	4			
Taper Length (ft)				0		0		0				
Lane Util. Factor	1.00	1.00	0.97	1.00	0.91	1.00	0.88	1.00	0.64			
Frt							0.850		0.850			
Flt Protected			0.950									
Satd. Flow (prot)	0	0	3502	0	5085	0	2842	0	3864			
Flt Permitted			0.950									
Satd. Flow (perm)	0	0	3502	0	5085	0	2842	0	3864			
Right Turn on Red							Yes	Yes				
Satd. Flow (RTOR)							112					
Link Speed (mph)	30				50	30		50				
Link Distance (ft)	446				646	343		189				
Travel Time (s)	10.1				8.8	7.8		2.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	0%	7%			
Adj. Flow (vph)	0	0	211	0	1871	0	78	0	817			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	211	0	1871	0	78	0	817			
Enter Blocked Intersection	No	No	Yes	Yes	Yes	No	No	No	Yes			
Lane Alignment	Left	Right	Left	Left	Left	Left	R NA	Left	Left			
Median Width(ft)	30				40	4		40				
Link Offset(ft)	0				0	0		0				
Crosswalk Width(ft)	16				16	16		16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		9	15	15		15	9	50	50			
Number of Detectors			1		2		1		1			
Detector Template			Left		Thru		Right		Right			
Leading Detector (ft)			20		100		20		20			
Trailing Detector (ft)			0		0		0		0			
Detector 1 Position(ft)			0		0		0		0			
Detector 1 Size(ft)			20		6		20		20			
Detector 1 Type			Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)			0.0		0.0		0.0		0.0			
Detector 1 Queue (s)			0.0		0.0		0.0		0.0			
Detector 1 Delay (s)			0.0		0.0		0.0		0.0			
Detector 2 Position(ft)					94							
Detector 2 Size(ft)					6							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type			Prot		NA		pt+ov		Prot			
Protected Phases			1 8		6 8		8 1		2	1	6	8







										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Permitted Phases												
Detector Phase			1 8		6 8		8 1		2			
Switch Phase												
Minimum Initial (s)									5.0	5.0	5.0	5.0
Minimum Split (s)									28.0	11.0	22.5	22.5
Total Split (s)									31.0	11.0	42.0	23.0
Total Split (%)									47.7%	17%	65%	35%
Maximum Green (s)									25.0	5.0	36.0	17.0
Yellow Time (s)									4.0	4.0	4.0	4.0
All-Red Time (s)									2.0	2.0	2.0	2.0
Lost Time Adjust (s)									0.0			
Total Lost Time (s)									6.0			
Lead/Lag									Lag	Lead		
Lead-Lag Optimize?									Yes	Yes		
Vehicle Extension (s)									3.0	3.0	3.0	3.0
Recall Mode									Min	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									15.0			
Pedestrian Calls (#/hr)									0			
Act Effct Green (s)			27.9		60.5		27.9		20.5			
Actuated g/C Ratio			0.46		1.00		0.46		0.34			
v/c Ratio			0.13		0.37		0.06		0.62			
Control Delay			9.7		0.2		1.5		19.2			
Queue Delay			0.0		0.0		0.0		0.0			
Total Delay			9.7		0.2		1.5		19.2			
LOS			A		A		A		B			
Approach Delay					1.2	1.5		19.2				
Approach LOS					A	A		B				
Queue Length 50th (ft)			19		0		0		95			
Queue Length 95th (ft)			42		0		6		133			
Internal Link Dist (ft)	366				566	263		109				
Turn Bay Length (ft)			400									
Base Capacity (vph)			1563		4913		1331		1626			
Starvation Cap Reductn			0		0		0		0			
Spillback Cap Reductn			0		0		0		0			
Storage Cap Reductn			0		0		0		0			
Reduced v/c Ratio			0.13		0.38		0.06		0.50			

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 60.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 6.1
 Intersection Capacity Utilization 38.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 360: Charles Lindbergh Blvd & Sands Ave












						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	858	0	0	0	2261
Future Volume (vph)	0	858	0	0	0	2261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	6108	0	0	0	4053
Flt Permitted						
Satd. Flow (perm)	0	6108	0	0	0	4053
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	0%	7%	0%	0%	0%	2%
Adj. Flow (vph)	0	1175	0	0	0	3097
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1175	0	0	0	3097
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 58.6% ICU Level of Service B
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	0	7	8	1	0
Future Volume (vph)	5	0	7	8	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.977		
Satd. Flow (prot)	1770	0	0	1820	1863	0
Flt Permitted	0.950			0.977		
Satd. Flow (perm)	1770	0	0	1820	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	8	9	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	17	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 16.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 400: James Doolittle Blvd & Parking F

FB B weekday AM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	0	7	8	1	0
Future Volume (Veh/h)	5	0	7	8	1	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	8	9	1	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	26	1	1			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	26	1	1			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	985	1084	1622			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	5	17	1			
Volume Left	5	8	0			
Volume Right	0	0	0			
cSH	985	1622	1700			
Volume to Capacity	0.01	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.7	3.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.7	3.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			16.7%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	13	1	0
Future Volume (vph)	0	0	0	13	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	625			233	378	
Travel Time (s)	14.2			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	14	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	14	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd

FB B weekday AM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	13	1	0
Future Volume (Veh/h)	0	0	0	13	1	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	14	1	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	15	1	1			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	15	1	1			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1004	1084	1622			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	14	1		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1622	1700		
Volume to Capacity	0.00	0.00	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	13	1	0
Future Volume (vph)	0	0	0	13	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	52	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	52	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 402: James Doolittle Blvd & Exist Hotel Access

FB B weekday AM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	13	1	0
Future Volume (Veh/h)	0	0	0	13	1	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	52	1	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	53	1	1			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	53	1	1			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	955	1084	1622			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	52	1			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1622	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	13	1	0
Future Volume (vph)	0	0	0	13	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	288	
Travel Time (s)	3.3			9.4	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	14	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	14	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 403: James Doolittle Blvd & Marriott Drwy

FB B weekday AM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	13	1	0
Future Volume (Veh/h)	0	0	0	13	1	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	14	1	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	15	1	1			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	15	1	1			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1004	1084	1622			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	14	1			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1622	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	0	8	5	1	0
Future Volume (vph)	6	0	8	5	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.969		
Satd. Flow (prot)	1770	0	0	1805	1863	0
Flt Permitted	0.950			0.969		
Satd. Flow (perm)	1770	0	0	1805	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	296			288	191	
Travel Time (s)	6.7			6.5	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	0	9	5	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	14	1	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 17.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 404: James Doolittle Blvd & Parking E













FB B weekday AM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	0	8	5	1	0
Future Volume (Veh/h)	6	0	8	5	1	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	0	9	5	1	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	24	1	1			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	24	1	1			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	99			
cM capacity (veh/h)	986	1084	1622			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	7	14	1			
Volume Left	7	9	0			
Volume Right	0	0	0			
cSH	986	1622	1700			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.7	4.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.7	4.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.7			
Intersection Capacity Utilization			17.4%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
406: Sands Ave

FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	0	8	0	0	0	13	77	0	0	39	11
Future Volume (vph)	8	0	8	0	0	0	13	77	0	0	39	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850									0.967	
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1583	0	1863	1863	0	1770	3539	0	1863	3422	0
Flt Permitted							0.720					
Satd. Flow (perm)	1863	1583	0	1863	1863	0	1341	3539	0	1863	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		955									12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			625			299			504	
Travel Time (s)		5.4			14.2			6.8			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	0	9	0	0	0	14	84	0	0	42	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	9	0	0	0	0	14	84	0	0	54	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm			Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

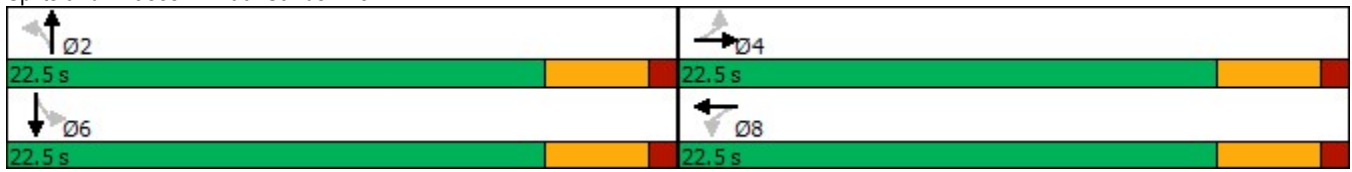
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	5.9	5.9					25.2	25.2			25.2	
Actuated g/C Ratio	0.21	0.21					0.92	0.92			0.92	
v/c Ratio	0.02	0.01					0.01	0.03			0.02	
Control Delay	10.8	0.0					1.9	1.5			1.5	
Queue Delay	0.0	0.0					0.0	0.0			0.0	
Total Delay	10.8	0.0					1.9	1.5			1.5	
LOS	B	A					A	A			A	
Approach Delay		5.4						1.6			1.5	
Approach LOS		A						A			A	
Queue Length 50th (ft)	1	0					0	0			0	
Queue Length 95th (ft)	9	0					5	7			5	
Internal Link Dist (ft)		159			545			219			424	
Turn Bay Length (ft)												
Base Capacity (vph)	1251	1376					1229	3242			3136	
Starvation Cap Reductn	0	0					0	0			0	
Spillback Cap Reductn	0	0					0	0			0	
Storage Cap Reductn	0	0					0	0			0	
Reduced v/c Ratio	0.01	0.01					0.01	0.03			0.02	













Intersection Summary







Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 27.5
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.03
 Intersection Signal Delay: 1.9
 Intersection Capacity Utilization 19.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	65	39	78	7	11	183
Future Volume (vph)	65	39	78	7	11	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	0			0
Storage Lanes	0	1	1			1
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850			0.867	0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1534	1504
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1534	1504
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		42			94	105
Link Speed (mph)	30			30	30	
Link Distance (ft)	337			454	230	
Travel Time (s)	7.7			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	42	85	8	12	199
Shared Lane Traffic (%)						47%
Lane Group Flow (vph)	71	42	85	8	106	105
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			4	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split	NA	NA	pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				












						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	24.0	24.0	24.0	23.0	
Total Split (%)	32.9%	34.3%	34.3%	34.3%	32.9%	
Maximum Green (s)	18.5	19.5	19.5	19.5	18.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effect Green (s)	7.1	15.9	7.3	7.3	6.6	19.8
Actuated g/C Ratio	0.22	0.50	0.23	0.23	0.21	0.62
v/c Ratio	0.18	0.05	0.21	0.02	0.27	0.11
Control Delay	13.3	1.9	13.3	11.6	6.8	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	1.9	13.3	11.6	6.8	1.6
LOS	B	A	B	B	A	A
Approach Delay	9.0			13.1	4.2	
Approach LOS	A			B	A	
Queue Length 50th (ft)	10	0	12	1	2	0
Queue Length 95th (ft)	36	7	40	8	30	13
Internal Link Dist (ft)	257			374	150	
Turn Bay Length (ft)	200					
Base Capacity (vph)	1083	1452	1142	1201	975	1337
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.03	0.07	0.01	0.11	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 32
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.27
 Intersection Signal Delay: 7.5
 Intersection Capacity Utilization 22.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 408: East Dr/Sands Ave & North Dr












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	72	0	0	194
Future Volume (vph)	0	0	72	0	0	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	78	0	0	211
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	78	0	0	211
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 8.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 409: Sands Ave & Parking E

FB B weekday AM peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	72	0	0	194
Future Volume (Veh/h)	0	0	72	0	0	194
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	78	0	0	211
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			343
pX, platoon unblocked						
vC, conflicting volume	184	39			78	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	184	39			78	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	788	1024			1518	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	52	26	106	106	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.03	0.02	0.06	0.06	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			8.7%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
410: MSK Entrance/West Dr & MSK/Garage C

FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	9	2	0	24	137	506	34	4	11	0
Future Volume (vph)	0	0	9	2	0	24	137	506	34	4	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.865			0.875			0.992				
Flt Protected					0.996			0.990			0.988	
Satd. Flow (prot)	0	1611	0	0	1623	0	0	3476	0	0	3497	0
Flt Permitted								0.893			0.889	
Satd. Flow (perm)	0	1611	0	0	1630	0	0	3135	0	0	3146	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1050			36			14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			274	
Travel Time (s)		2.8			3.6			7.9			6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	10	2	0	26	149	550	37	4	12	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	28	0	0	736	0	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			3			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
410: MSK Entrance/West Dr & MSK/Garage C

FB B weekday AM peak hour
05/23/2024

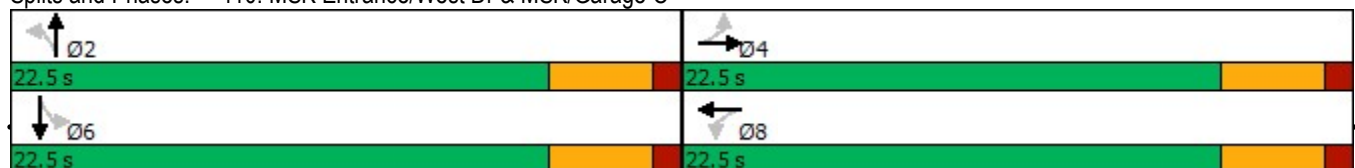
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		5.8			5.9			28.6			28.6	
Actuated g/C Ratio		0.19			0.19			0.92			0.92	
v/c Ratio		0.01			0.08			0.25			0.01	
Control Delay		0.0			6.2			1.5			1.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		0.0			6.2			1.5			1.7	
LOS		A			A			A			A	
Approach Delay					6.2			1.5			1.7	
Approach LOS					A			A			A	
Queue Length 50th (ft)		0			0			0			0	
Queue Length 95th (ft)		0			13			54			2	
Internal Link Dist (ft)		43			78			268			194	
Turn Bay Length (ft)												
Base Capacity (vph)		1383			983			2892			2901	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.01			0.03			0.25			0.01	

Intersection Summary











Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 31
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.25
 Intersection Signal Delay: 1.7
 Intersection Capacity Utilization 34.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 410: MSK Entrance/West Dr & MSK/Garage C



vhb














Lane Group						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	8	522	8	0	15
Future Volume (vph)	0	8	522	8	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		175	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.865			0.850		
Flt Protected						
Satd. Flow (prot)	1611	0	3539	1583	0	3539
Flt Permitted						
Satd. Flow (perm)	1611	0	3539	1583	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	96		274			121
Travel Time (s)	2.2		6.2			2.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	9	567	9	0	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	567	9	0	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 24.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 411: West Dr & Garage C

FB B weekday AM peak hour
 05/23/2024










						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			  
Traffic Volume (veh/h)	0	8	522	8	0	15
Future Volume (Veh/h)	0	8	522	8	0	15
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	9	567	9	0	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			274			
pX, platoon unblocked						
vC, conflicting volume	575	284			576	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	575	284			576	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	448	713			993	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	9	284	284	9	5	11
Volume Left	0	0	0	0	0	0
Volume Right	9	0	0	9	0	0
cSH	713	1700	1700	1700	993	1700
Volume to Capacity	0.01	0.17	0.17	0.01	0.00	0.01
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	10.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	10.1	0.0			0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			24.4%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	15	74	456	0	0
Future Volume (vph)	0	15	74	456	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865				
Flt Protected			0.950	0.999		
Satd. Flow (prot)	0	1611	1681	1768	0	0
Flt Permitted			0.950	0.999		
Satd. Flow (perm)	0	1611	1681	1768	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	155			121	225	
Travel Time (s)	3.5			2.8	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	16	80	496	0	0
Shared Lane Traffic (%)			10%			
Lane Group Flow (vph)	0	16	72	504	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			16	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 24.0% ICU Level of Service A
 Analysis Period (min) 15










Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	159	24	0	272	0	11
Future Volume (vph)	159	24	0	272	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.980					0.865
Flt Protected						
Satd. Flow (prot)	3354	0	0	3505	0	1611
Flt Permitted						
Satd. Flow (perm)	3354	0	0	3505	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	173	26	0	296	0	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	199	0	0	296	0	12
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 15.2% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	159	24	0	272	0	11
Future Volume (Veh/h)	159	24	0	272	0	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	173	26	0	296	0	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	221			274		
pX, platoon unblocked						
vC, conflicting volume				199	334	100
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				199	334	100
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				100	100	99
cM capacity (veh/h)				1371	636	937
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	115	84	99	197	12	
Volume Left	0	0	0	0	0	
Volume Right	0	26	0	0	12	
cSH	1700	1700	1371	1700	937	
Volume to Capacity	0.07	0.05	0.00	0.12	0.01	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	0.0	0.0	0.0	0.0	8.9	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		8.9	
Approach LOS					A	
Intersection Summary						
Average Delay				0.2		
Intersection Capacity Utilization				15.2%	ICU Level of Service	A
Analysis Period (min)				15		

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	170	0	0	54	0	0
Future Volume (vph)	170	0	0	54	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	185	0	0	59	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	185	0	0	59	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 23.5% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	170	0	0	54	0	0
Future Volume (Veh/h)	170	0	0	54	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	185	0	0	59	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	408			87		
pX, platoon unblocked						
vC, conflicting volume			185		214	92
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			185		214	92
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1387		754	946
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	123	62	30	30	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.07	0.04	0.02	0.02	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			23.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
415: South Dr

FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	15	112	0	32	42	22	0	0	0	0	0
Future Volume (vph)	43	15	112	0	32	42	22	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.867			0.915							
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1770	1561	0	0	3238	0	0	1752	0	0	0	0
Flt Permitted	0.976							0.950				
Satd. Flow (perm)	1818	1561	0	0	3238	0	0	1752	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		122			46							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		87			155			141			139	
Travel Time (s)		2.0			3.5			3.2			3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	6%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	47	16	122	0	35	46	24	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	138	0	0	81	0	0	24	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			10	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2				
Detector Template	Left	Thru		Left	Thru		Left	Thru				
Leading Detector (ft)	20	100		20	100		20	100				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	20	6		20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4			8			2					
Detector Phase	4	4		8	8		2	2				
Switch Phase												

Lanes, Volumes, Timings
415: South Dr

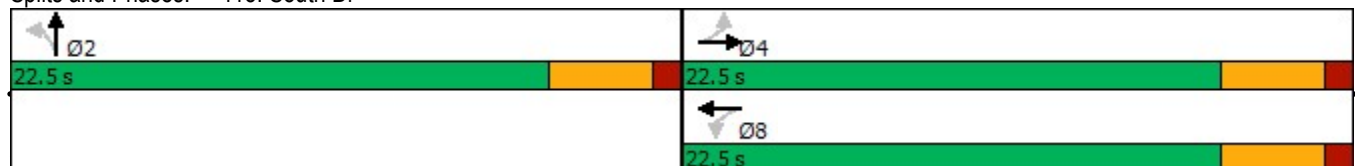
FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0				
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%				
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0				
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	None	None		None	None		Min	Min				
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)	6.3	6.3			6.3			12.6				
Actuated g/C Ratio	0.28	0.28			0.28			0.57				
v/c Ratio	0.09	0.26			0.09			0.02				
Control Delay	5.8	3.2			3.4			6.0				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay	5.8	3.2			3.4			6.0				
LOS	A	A			A			A				
Approach Delay		3.9			3.4			6.0				
Approach LOS		A			A			A				
Queue Length 50th (ft)	3	1			1			2				
Queue Length 95th (ft)	10	12			5			7				
Internal Link Dist (ft)		7			75			61				59
Turn Bay Length (ft)												
Base Capacity (vph)	1475	1290			2637			1520				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.03	0.11			0.03			0.02				













Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 22.3
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 3.9
 Intersection Capacity Utilization 20.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 415: South Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	15	12	19	1	0	8	0	9	95	0	92
Future Volume (vph)	0	15	12	19	1	0	8	0	9	95	0	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt			0.850						0.850		0.923	0.850
Flt Protected					0.954		0.950			0.950	0.976	
Satd. Flow (prot)	0	1863	1583	0	3376	0	1770	0	1583	1681	1527	1504
Flt Permitted					0.955		0.708			0.950	0.976	
Satd. Flow (perm)	0	1863	1583	0	3380	0	1319	0	1583	1681	1527	1504
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36						36		36	65
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		459			507			346			247	
Travel Time (s)		10.4			11.5			7.9			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	16	13	21	1	0	9	0	10	103	0	100
Shared Lane Traffic (%)										32%		35%
Lane Group Flow (vph)	0	16	13	0	22	0	9	0	10	70	68	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		4			4			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA		Perm		Perm	Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

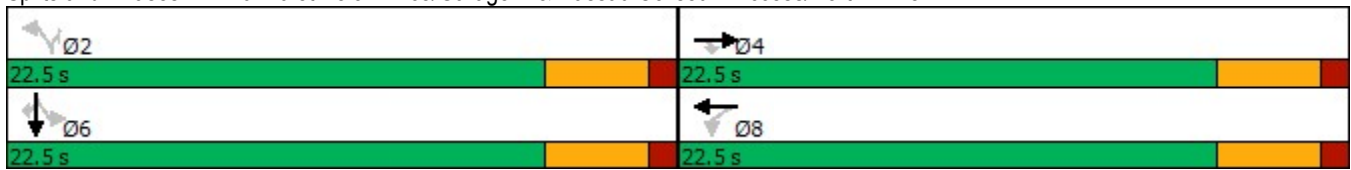
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		5.7	5.7		5.7		22.2		22.2	22.2	22.2	22.2
Actuated g/C Ratio		0.23	0.23		0.23		0.88		0.88	0.88	0.88	0.88
v/c Ratio		0.04	0.03		0.03		0.01		0.01	0.05	0.05	0.05
Control Delay		7.7	1.7		7.5		2.8		0.7	2.4	1.8	1.4
Queue Delay		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		7.7	1.7		7.5		2.8		0.7	2.4	1.8	1.4
LOS		A	A		A		A		A	A	A	A
Approach Delay		5.0			7.5			1.7			1.9	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		2	0		1		0		0	0	0	0
Queue Length 95th (ft)		7	2		4		3		1	13	10	7
Internal Link Dist (ft)		379			427			266			167	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1329	1140		2412		1244		1495	1585	1442	1422
Starvation Cap Reductn		0	0		0		0		0	0	0	0
Spillback Cap Reductn		0	0		0		0		0	0	0	0
Storage Cap Reductn		0	0		0		0		0	0	0	0
Reduced v/c Ratio		0.01	0.01		0.01		0.01		0.01	0.04	0.05	0.05












Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 25.2
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.05
 Intersection Signal Delay: 2.7
 Intersection Capacity Utilization 25.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 			
Traffic Volume (vph)	15	104	20	241	0	0
Future Volume (vph)	15	104	20	241	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Frt			0.872	0.850		
Flt Protected		0.994				
Satd. Flow (prot)	0	3518	2956	1441	0	0
Flt Permitted		0.919				
Satd. Flow (perm)	0	3253	2956	1441	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			131	131		
Link Speed (mph)		30	30		30	
Link Distance (ft)		507	337		103	
Travel Time (s)		11.5	7.7		2.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	113	22	262	0	0
Shared Lane Traffic (%)				50%		
Lane Group Flow (vph)	0	129	153	131	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	D.P+P	NA	NA	Perm		
Protected Phases	1	1 2	2			
Permitted Phases	2			2		







Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	12.0		28.0	28.0		
Total Split (%)	30.0%		70.0%	70.0%		
Maximum Green (s)	7.5		23.5	23.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		None	None		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)		9.0	7.2	7.2		
Actuated g/C Ratio		0.48	0.39	0.39		
v/c Ratio		0.08	0.12	0.21		
Control Delay		1.4	1.8	2.2		
Queue Delay		0.0	0.0	0.0		
Total Delay		1.4	1.8	2.2		
LOS		A	A	A		
Approach Delay		1.4	2.0			
Approach LOS		A	A			
Queue Length 50th (ft)		0	0	0		
Queue Length 95th (ft)		0	6	10		
Internal Link Dist (ft)		427	257		23	
Turn Bay Length (ft)				200		
Base Capacity (vph)		3321	2916	1422		
Starvation Cap Reductn		0	0	0		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.04	0.05	0.09		

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 18.6
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.21
 Intersection Signal Delay: 1.8
 Intersection Capacity Utilization 21.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A







Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Volume (vph)	0	170	54	0	0	218
Future Volume (vph)	0	170	54	0	0	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		77	110		117	
Travel Time (s)		1.8	2.5		2.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	185	59	0	0	237
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	185	59	0	0	237
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 23.5% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Volume (veh/h)	0	170	54	0	0	218
Future Volume (Veh/h)	0	170	54	0	0	218
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	185	59	0	0	237
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		298	197			
pX, platoon unblocked						
vC, conflicting volume	59				152	30
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	59				152	30
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	77
cM capacity (veh/h)	1543				825	1038
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	92	92	30	30	237	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	237	
cSH	1700	1700	1700	1700	1038	
Volume to Capacity	0.05	0.05	0.02	0.02	0.23	
Queue Length 95th (ft)	0	0	0	0	22	
Control Delay (s)	0.0	0.0	0.0	0.0	9.5	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		9.5	
Approach LOS					A	
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			23.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
420: Washington St & W Columbus St/Driveway

FB B weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	2	133	0	0	0	243	491	5	4	308	78
Future Volume (vph)	60	2	133	0	0	0	243	491	5	4	308	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99				1.00	1.00			0.99	1.00
Frt			0.850					0.998			0.973	
Flt Protected		0.954					0.950				0.999	
Satd. Flow (prot)	0	1502	1150	0	1739	0	1546	1841	0	0	1859	0
Flt Permitted		0.732					0.461				0.993	
Satd. Flow (perm)	0	1144	1133	0	1739	0	748	1841	0	0	1847	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153					1			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	4		2	2		4	6		22	22		6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	13%	0%	18%	2%	2%	2%	9%	3%	0%	0%	5%	7%
Parking (#/hr)			0									
Adj. Flow (vph)	69	2	153	0	0	0	279	564	6	5	354	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	153	0	0	0	279	570	0	0	449	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

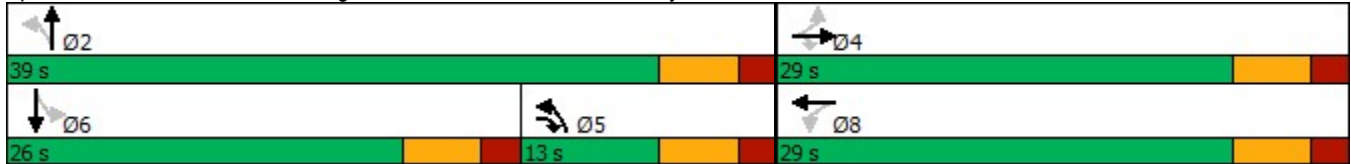
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA	pm+ov				pm+pt	NA		Perm	NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	2	2										
Act Effct Green (s)		11.8	13.8				34.3	37.4			20.8	
Actuated g/C Ratio		0.23	0.27				0.68	0.74			0.41	
v/c Ratio		0.26	0.36				0.45	0.42			0.58	
Control Delay		20.9	4.7				11.6	7.7			18.5	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		20.9	4.7				11.6	7.7			18.5	
LOS		C	A				B	A			B	
Approach Delay		9.8						9.0			18.5	
Approach LOS		A						A			B	
Queue Length 50th (ft)		20	0				38	91			113	
Queue Length 95th (ft)		47	23				101	221			#264	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		544	426				626	1315			776	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.13	0.36				0.45	0.43			0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 50.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58

Intersection Signal Delay: 11.9
 Intersection Capacity Utilization 71.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 420: Washington St & W Columbus St/Driveway











N-3 2030 Build Conditions

N-3.2 Weekday PM peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	2746	2391	66	0	29
Future Volume (vph)	0	2746	2391	66	0	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.996			0.865
Flt Protected						
Satd. Flow (prot)	0	5136	5068	0	0	1580
Flt Permitted						
Satd. Flow (perm)	0	5136	5068	0	0	1580
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Peds. (#/hr)	3			3		3
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	2%	0%	0%	4%
Adj. Flow (vph)	0	2921	2544	70	0	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2921	2614	0	0	31
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 64.0% ICU Level of Service C
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

FB B Weekday PM peak hour
 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	2746	2391	66	0	29	
Future Volume (Veh/h)	0	2746	2391	66	0	29	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly flow rate (vph)	0	2921	2544	70	0	31	
Pedestrians		3			3		
Lane Width (ft)		12.0			12.0		
Walking Speed (ft/s)		3.5			3.5		
Percent Blockage		0			0		
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.67		
vC, conflicting volume	2547				3556	889	
vC1, stage 1 conf vol					2582		
vC2, stage 2 conf vol					974		
vCu, unblocked vol	2547				3082	889	
tC, single (s)	4.1				6.8	7.0	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	89	
cM capacity (veh/h)	177				38	281	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	974	974	974	1018	1018	579	31
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	70	31
cSH	1700	1700	1700	1700	1700	1700	281
Volume to Capacity	0.57	0.57	0.57	0.60	0.60	0.34	0.11
Queue Length 95th (ft)	0	0	0	0	0	0	9
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	19.4
Lane LOS							C
Approach Delay (s)	0.0			0.0			19.4
Approach LOS							C
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utilization			64.0%		ICU Level of Service		C
Analysis Period (min)			15				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	19	10	1959	384	46	364	1755	254	251	7	559	182
Future Volume (vph)	19	10	1959	384	46	364	1755	254	251	7	559	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		500		275	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.86	0.91	0.97
Ped Bike Factor		1.00		0.99		1.00		0.99	1.00	1.00		
Frt				0.850				0.850		0.879	0.850	
Flt Protected		0.950				0.950			0.950	0.991		0.950
Satd. Flow (prot)	0	3385	5085	1605	0	3326	5085	1669	1632	2827	1470	2918
Flt Permitted		0.950				0.950			0.950	0.991		0.950
Satd. Flow (perm)	0	3383	5085	1582	0	3324	5085	1647	1630	2827	1470	2918
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		3		7			7		3	1		
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	4%	0%	2%	2%	0%	4%	0%	0%	12%
Adj. Flow (vph)	20	11	2084	409	49	387	1867	270	267	7	595	194
Shared Lane Traffic (%)									24%		50%	
Lane Group Flow (vph)	0	31	2084	409	0	436	1867	270	203	369	297	194
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	19	9
Future Volume (vph)	19	9
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	
Frt	0.950	
Flt Protected		
Satd. Flow (prot)	1677	0
Flt Permitted		
Satd. Flow (perm)	1677	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	20	10
Shared Lane Traffic (%)		
Lane Group Flow (vph)	30	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	50	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	44.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		6.0	54.5	160.0		22.5	73.2	160.0	34.7	34.7	34.7	19.3
Actuated g/C Ratio		0.04	0.34	1.00		0.14	0.46	1.00	0.22	0.22	0.22	0.12
v/c Ratio		0.24	1.20	0.26		0.93	0.80	0.16	0.57	0.93dr	0.93	0.55
Control Delay		92.8	124.0	0.3		94.7	41.2	0.2	63.1	60.7	94.7	70.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		92.8	124.0	0.3		94.7	41.2	0.2	63.1	60.7	94.7	70.8
LOS		F	F	A		F	D	A	E	E	F	E
Approach Delay			103.6				46.0			72.9		
Approach LOS			F				D			E		
Queue Length 50th (ft)		15	~978	0		235	621	0	205	198	329	102
Queue Length 95th (ft)		m20	#1052	0		#335	699	0	#467	#399	#738	126
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		500		275	475			250
Base Capacity (vph)		486	1731	1582		478	2324	1647	354	613	319	674
Starvation Cap Reductn		0	22	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.06	1.22	0.26		0.91	0.80	0.16	0.57	0.60	0.93	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	15.0	
Total Split (s)	45.0	
Total Split (%)	28.1%	
Maximum Green (s)	37.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	36.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	19.3	
Actuated g/C Ratio	0.12	
v/c Ratio	0.15	
Control Delay	60.4	
Queue Delay	0.0	
Total Delay	60.4	
LOS	E	
Approach Delay	69.4	
Approach LOS	E	
Queue Length 50th (ft)	29	
Queue Length 95th (ft)	56	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	387	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.08	
Intersection Summary		

Maximum v/c Ratio: 1.20

Intersection Signal Delay: 74.1

Intersection LOS: E

Intersection Capacity Utilization 103.6%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.







95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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












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

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1 29 s	 Ø2 (R) 61 s	 Ø4 45 s	 Ø3 25 s
 Ø5 29 s	 Ø6 (R) 61 s		

Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

FB B Weekday PM peak hour
 05/23/2024

								Ø1
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations								
Traffic Volume (vph)	4	2305	57	165	1870	60	67	
Future Volume (vph)	4	2305	57	165	1870	60	67	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	15	15	
Storage Length (ft)	0		0	150		0	0	
Storage Lanes	0		0	1		1	0	
Taper Length (ft)	0			75		0		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00		1.00		0.99		
Frt		0.996				0.929		
Flt Protected				0.950		0.977		
Satd. Flow (prot)	0	5064	0	1805	6408	1829	0	
Flt Permitted		0.934		0.950		0.977		
Satd. Flow (perm)	0	4729	0	1799	6408	1825	0	
Right Turn on Red			Yes				Yes	
Satd. Flow (RTOR)		5				28		
Link Speed (mph)		50			50	30		
Link Distance (ft)		187			289	350		
Travel Time (s)		2.6			3.9	8.0		
Confl. Peds. (#/hr)			17	17		4	2	
Confl. Bikes (#/hr)			1					
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	2%	
Adj. Flow (vph)	4	2401	59	172	1948	63	70	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	2464	0	172	1948	133	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right	
Median Width(ft)		28			24	15		
Link Offset(ft)		0			0	0		
Crosswalk Width(ft)		36			36	28		
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	15		15	9	
Number of Detectors	1	2		1	2	1		
Detector Template	Left	Thru		Left	Thru	Left		
Leading Detector (ft)	20	100		20	100	20		
Trailing Detector (ft)	0	0		0	0	0		
Detector 1 Position(ft)	0	0		0	0	0		
Detector 1 Size(ft)	20	6		20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)		94			94			
Detector 2 Size(ft)		6			6			
Detector 2 Type		Cl+Ex			Cl+Ex			

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	Ø1
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0			
Turn Type	Perm	NA		Prot	NA	Prot		
Protected Phases		6		5	2	3		1
Permitted Phases	6							
Detector Phase	6	6		5	2	3		
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	17.0	49.7		17.7
Total Split (s)	115.0	115.0		20.0	90.0	25.0		45.0
Total Split (%)	71.9%	71.9%		12.5%	56.3%	15.6%		28%
Maximum Green (s)	108.0	108.0		13.3	83.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		
Total Lost Time (s)		7.0		6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max	None		Min
Walk Time (s)					7.0	7.0		
Flash Dont Walk (s)					18.0	35.0		
Pedestrian Calls (#/hr)					1	6		
Act Effct Green (s)		108.0		16.7	113.7	13.9		
Actuated g/C Ratio		0.68		0.10	0.71	0.09		
v/c Ratio		0.77		0.91	0.43	0.72		
Control Delay		2.6		103.8	3.3	77.1		
Queue Delay		10.3		0.0	0.0	0.2		
Total Delay		12.9		103.8	3.3	77.4		
LOS		B		F	A	E		
Approach Delay		12.9			11.5	77.4		
Approach LOS		B			B	E		
Queue Length 50th (ft)		21		185	52	108		
Queue Length 95th (ft)		0		m#318	62	183		
Internal Link Dist (ft)		107			209	270		
Turn Bay Length (ft)				150				
Base Capacity (vph)		3193		188	4552	222		
Starvation Cap Reductn		1		0	657	0		
Spillback Cap Reductn		738		0	45	4		
Storage Cap Reductn		0		0	0	0		
Reduced v/c Ratio		1.00		0.91	0.50	0.61		

Intersection Summary

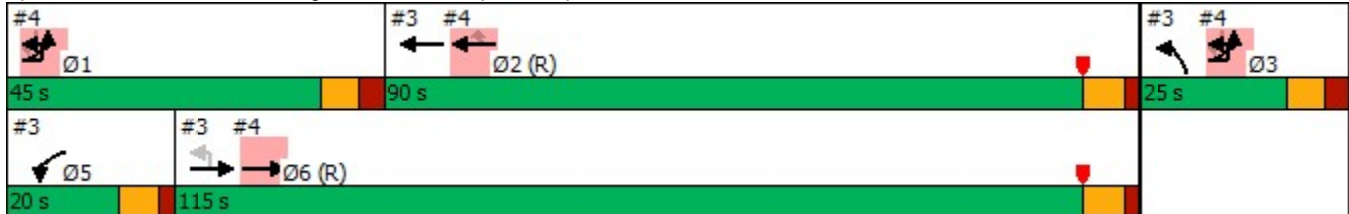
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 14.1
 Intersection Capacity Utilization 100.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service G













- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B Weekday PM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	20	2366	1809	125	0	55			
Future Volume (vph)	11	20	2366	1809	125	0	55			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	12	21	2491	1904	132	0	58			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	33	2491	1904	132	0	58			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

Lanes, Volumes, Timings
 4: Hempstead Tpke & MSK Entrance

FB B Weekday PM peak hour
 05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	49.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				6	
Act Effct Green (s)		31.6	108.0	113.7	113.7		31.6			
Actuated g/C Ratio		0.20	0.68	0.71	0.71		0.20			
v/c Ratio		0.05	0.73	0.53	0.11		0.10			
Control Delay		51.7	12.4	2.4	2.0		51.8			
Queue Delay		0.0	0.4	0.0	0.8		0.0			
Total Delay		51.7	12.7	2.4	2.8		51.8			
LOS		D	B	A	A		D			
Approach Delay			13.2	2.5		51.8				
Approach LOS			B	A		D				
Queue Length 50th (ft)		15	412	33	7		28			
Queue Length 95th (ft)		m15	m386	52	14		51			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1224	3432	3612	1169		1026			
Starvation Cap Reductn		0	383	0	801		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.03	0.82	0.53	0.36		0.06			

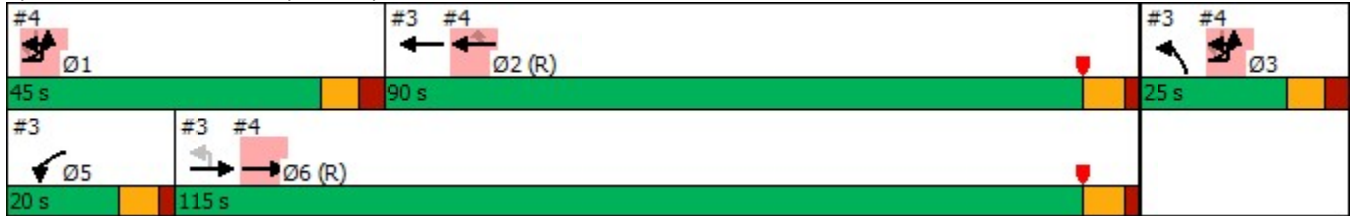
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91

Intersection Signal Delay: 9.0
 Intersection Capacity Utilization 66.3%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	219	1327	91	59	278	1373	165	115	248	138	796
Future Volume (vph)	3	219	1327	91	59	278	1373	165	115	248	138	796
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	0.99		1.00
Frt				0.850				0.850		0.948		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3144	5085	1463	0	3461	5085	1531	1527	3158	0	1572
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	5085	1436	0	3456	5085	1510	1519	3157	0	1571
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		5		5		4	14		1	1
Confl. Bikes (#/hr)				1				2			2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	2%	3%	2%	1%	2%	2%	4%	2%	5%	1%
Adj. Flow (vph)	3	231	1397	96	62	293	1445	174	121	261	145	838
Shared Lane Traffic (%)									10%			50%
Lane Group Flow (vph)	0	234	1397	96	0	355	1445	174	109	418	0	419
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↔
Traffic Volume (vph)	348	261
Future Volume (vph)	348	261
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.97
Frt	0.995	0.850
Flt Protected	0.975	
Satd. Flow (prot)	3018	1407
Flt Permitted	0.975	
Satd. Flow (perm)	3017	1367
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	366	275
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	813	247
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	44.0	44.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			5	5			0					1
Act Effct Green (s)		16.3	53.5	53.5		20.5	57.7	160.0	23.0	23.0		33.0
Actuated g/C Ratio		0.10	0.33	0.33		0.13	0.36	1.00	0.14	0.14		0.21
v/c Ratio		0.73	0.82	0.20		0.80	0.79	0.12	0.50	0.92		1.29
Control Delay		82.9	57.7	50.4		79.4	59.1	0.1	71.9	94.0		200.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		82.9	57.7	50.4		79.4	59.1	0.1	71.9	94.0		200.7
LOS		F	E	D		E	E	A	E	F		F
Approach Delay			60.7				57.6			89.4		
Approach LOS			E				E			F		
Queue Length 50th (ft)		132	374	69		170	452	0	117	240		~612
Queue Length 95th (ft)		180	442	m121		220	523	0	192	#348		#854
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		491	1699	480		540	1835	1510	219	453		324
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.48	0.82	0.20		0.66	0.79	0.12	0.50	0.92		1.29

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated







	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	33.0	33.0
Actuated g/C Ratio	0.21	0.21
v/c Ratio	1.30	0.88
Control Delay	196.8	91.1
Queue Delay	0.0	0.0
Total Delay	196.8	91.1
LOS	F	F
Approach Delay	180.3	
Approach LOS	F	
Queue Length 50th (ft)	~632	278
Queue Length 95th (ft)	#781	#457
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	623	281
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.30	0.88
Intersection Summary		

Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 93.3
 Intersection Capacity Utilization 103.5%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service G













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

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 56 s	 Ø3 31 s	 Ø4 41 s
 Ø5 32 s	 Ø6 (R) 56 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	82	0	66	315	0	268	2	60	560	11	4	66
Future Volume (vph)	82	0	66	315	0	268	2	60	560	11	4	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		115		285		110
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				70				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		0.99			0.99			1.00		0.98		1.00
Frt		0.940			0.850					0.850		
Flt Protected		0.973		0.950				0.950				0.950
Satd. Flow (prot)	0	1712	0	1805	1562	0	0	1771	4988	1615	0	1805
Flt Permitted		0.608		0.664				0.137				0.364
Satd. Flow (perm)	0	1069	0	1262	1562	0	0	255	4988	1589	0	690
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			337					82		
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)	1						1		15		4	4
Confl. Bikes (#/hr)			3				1					
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	0%	2%	4%	0%	0%	0%
Adj. Flow (vph)	95	0	77	366	0	312	2	70	651	13	5	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	366	312	0	0	72	651	13	0	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				32			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		20	30	6	20	20	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)									94			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	1025	102
Future Volume (vph)	1025	102
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.986	
Flt Protected		
Satd. Flow (prot)	5046	0
Flt Permitted		
Satd. Flow (perm)	5046	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	15	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		15
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	1192	119
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1311	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)									0.0			
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	20.0	20.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	26.0	26.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0			6.0	6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				1	1				0	0		
Act Effct Green (s)		31.7		31.7	31.7			35.6	29.0	29.0		34.9
Actuated g/C Ratio		0.38		0.38	0.38			0.42	0.34	0.34		0.41
v/c Ratio		0.38		0.78	0.39			0.28	0.38	0.02		0.21
Control Delay		14.4		37.3	3.3			17.0	24.0	0.1		15.7
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		14.4		37.3	3.3			17.0	24.0	0.1		15.7
LOS		B		D	A			B	C	A		B
Approach Delay		14.4			21.7				22.9			
Approach LOS		B			C				C			
Queue Length 50th (ft)		33		170	0			21	101	0		23
Queue Length 95th (ft)		91		317	32			51	157	0		56
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115		285		110
Base Capacity (vph)		671		753	1068			434	2590	864		553
Starvation Cap Reductn		0		1	0			0	0	0		0
Spillback Cap Reductn		0		0	0			0	0	0		0
Storage Cap Reductn		0		0	0			0	0	0		0
Reduced v/c Ratio		0.26		0.49	0.29			0.17	0.25	0.02		0.15

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 84.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 25.2
 Intersection LOS: C

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	28.7	
Actuated g/C Ratio	0.34	
v/c Ratio	0.76	
Control Delay	30.4	
Queue Delay	0.0	
Total Delay	30.4	
LOS	C	
Approach Delay	29.5	
Approach LOS	C	
Queue Length 50th (ft)	238	
Queue Length 95th (ft)	345	
Internal Link Dist (ft)	313	
Turn Bay Length (ft)		
Base Capacity (vph)	2627	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.50	

Intersection Summary





















Intersection Capacity Utilization 74.4%

ICU Level of Service D













Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	923	15	549	51	0	303	0	902	12	225	53	597
Future Volume (vph)	923	15	549	51	0	303	0	902	12	225	53	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	2		1	1		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor								1.00				
Frt			0.850			0.850		0.998				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3502	1900	1583	1805	0	2842	0	6395	0	0	1758	3574
Flt Permitted	0.950			0.950							0.116	
Satd. Flow (perm)	3502	1900	1583	1805	0	2842	0	6395	0	0	215	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			476			197		1				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			462			581				476
Travel Time (s)		15.0			10.5			11.3				9.3
Confl. Peds. (#/hr)							7		1		1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	2%	2%	0%	0%	14%	1%
Adj. Flow (vph)	1154	19	686	64	0	379	0	1128	15	281	66	746
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1154	19	686	64	0	379	0	1143	0	0	347	746
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)								0.0				0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	7
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		2						0				0
Act Effct Green (s)	43.0	12.6	122.5	33.7		33.7		36.7			67.2	67.2
Actuated g/C Ratio	0.35	0.10	1.00	0.28		0.28		0.30			0.55	0.55
v/c Ratio	0.94	0.10	0.43	0.13		0.41		0.60			0.82	0.38
Control Delay	54.4	53.3	0.9	44.9		22.6		39.4			44.6	16.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	54.4	53.3	0.9	44.9		22.6		39.4			44.6	16.5
LOS	D	D	A	D		C		D			D	B
Approach Delay		34.7			25.8			39.4				25.4
Approach LOS		C			C			D				C
Queue Length 50th (ft)	460	14	0	34		57		212			190	158
Queue Length 95th (ft)	555	38	0	93		126		300			298	225
Internal Link Dist (ft)		908			382			501				396
Turn Bay Length (ft)			700			200					140	
Base Capacity (vph)	1928	475	1583	542		992		2135			633	2565
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.60	0.04	0.43	0.12		0.38		0.54			0.55	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 122.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 32.7
 Intersection Capacity Utilization 89.1%
 Intersection LOS: C
 ICU Level of Service E



Lane Group SBR

- Turn Type
- Protected Phases
- Permitted Phases
- Detector Phase
- Switch Phase
- Minimum Initial (s)
- Minimum Split (s)
- Total Split (s)
- Total Split (%)
- Maximum Green (s)
- Yellow Time (s)
- All-Red Time (s)
- Lost Time Adjust (s)
- Total Lost Time (s)
- Lead/Lag
- Lead-Lag Optimize?
- Vehicle Extension (s)
- Recall Mode
- Walk Time (s)
- Flash Dont Walk (s)
- Pedestrian Calls (#/hr)
- Act Effct Green (s)
- Actuated g/C Ratio
- v/c Ratio
- Control Delay
- Queue Delay
- Total Delay
- LOS
- Approach Delay
- Approach LOS
- Queue Length 50th (ft)
- Queue Length 95th (ft)
- Internal Link Dist (ft)
- Turn Bay Length (ft)
- Base Capacity (vph)
- Starvation Cap Reductn
- Spillback Cap Reductn
- Storage Cap Reductn
- Reduced v/c Ratio

Intersection Summary













Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	530	473	67	10	336	124	0	0	117
Future Volume (vph)	0	0	0	530	473	67	10	336	124	0	0	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor					1.00	0.99		0.99				1.00
Frt					0.998	0.850						0.979
Flt Protected				0.950	0.985			0.950				
Satd. Flow (prot)	0	0	0	1626	3159	1470	0	3468	3610	0	0	3524
Flt Permitted				0.950	0.985			0.950				
Satd. Flow (perm)	0	0	0	1626	3159	1449	0	3443	3610	0	0	3524
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					1	77						11
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)						1		4			2	
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	596	531	75	11	378	139	0	0	131
Shared Lane Traffic (%)				38%		10%						
Lane Group Flow (vph)	0	0	0	370	765	67	0	389	139	0	0	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	19	
Future Volume (vph)	19	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	4	
Confl. Bikes (#/hr)	1	
Peak Hour Factor	0.89	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	21	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					1	1			0			0
Act Effct Green (s)				36.4	41.8	41.8		17.7	36.7			11.7
Actuated g/C Ratio				0.39	0.45	0.45		0.19	0.39			0.13
v/c Ratio				0.58	0.58	0.10		0.59	0.10			0.34
Control Delay				31.1	23.6	3.1		40.1	20.0			39.7
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				31.1	23.6	3.1		40.1	20.0			39.7
LOS				C	C	A		D	C			D
Approach Delay					24.7				34.8			39.7
Approach LOS					C				C			D
Queue Length 50th (ft)				154	172	0		95	22			35
Queue Length 95th (ft)				#529	277	19		215	67			96
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)				150				220				
Base Capacity (vph)				636	1844	1227		969	2704			1385
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.58	0.41	0.05		0.40	0.05			0.11

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 93.1
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 28.8

Intersection LOS: C

Lane Group	SBR	Ø8
Detector 2 Extend (s)		
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Intersection Capacity Utilization 81.0%

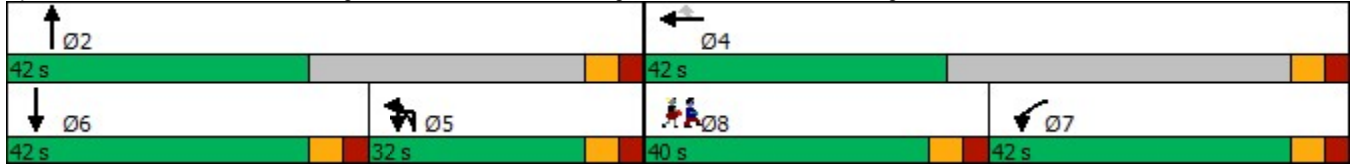
ICU Level of Service D










Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2278	30	0	1723	0	80
Future Volume (vph)	2278	30	0	1723	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	0.86	1.00	1.00
Frt	0.998					0.865
Flt Protected						
Satd. Flow (prot)	6449	0	0	6471	0	1550
Flt Permitted						
Satd. Flow (perm)	6449	0	0	6471	0	1550
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	451	
Travel Time (s)	9.8			1.9	10.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	12%	2%	1%	2%	6%
Adj. Flow (vph)	2745	36	0	2076	0	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2781	0	0	2076	0	96
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 45.1% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 9: James Doolittle Blvd & Charles Lindbergh Blvd

FB B Weekday PM peak hour
 05/23/2024

									
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations									
Traffic Volume (veh/h)	2278	30	0	1723	0	80			
Future Volume (Veh/h)	2278	30	0	1723	0	80			
Sign Control	Free			Free	Yield				
Grade	0%			0%	0%				
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83			
Hourly flow rate (vph)	2745	36	0	2076	0	96			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	Raised			Raised					
Median storage veh	1			1					
Upstream signal (ft)	646								
pX, platoon unblocked									
vC, conflicting volume				2745			3282	704	
vC1, stage 1 conf vol						2763			
vC2, stage 2 conf vol						519			
vCu, unblocked vol				2745			3282	704	
tC, single (s)				4.1			6.8	7.0	
tC, 2 stage (s)						5.8			
tF (s)				2.2			3.5	3.4	
p0 queue free %				100			100	74	
cM capacity (veh/h)				143			29	370	
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	784	784	784	428	519	519	519	519	96
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	36	0	0	0	0	96
cSH	1700	1700	1700	1700	1700	1700	1700	1700	370
Volume to Capacity	0.46	0.46	0.46	0.25	0.31	0.31	0.31	0.31	0.26
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	25
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.1
Lane LOS									C
Approach Delay (s)	0.0				0.0				18.1
Approach LOS									C
Intersection Summary									
Average Delay				0.4					
Intersection Capacity Utilization				45.1%	ICU Level of Service				A
Analysis Period (min)				15					







						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	2358	1496	117	0	226
Future Volume (vph)	0	2358	1496	117	0	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	0.86	1.00	1.00
Frt			0.989			0.865
Flt Protected						
Satd. Flow (prot)	0	6471	6333	0	0	1627
Flt Permitted						
Satd. Flow (perm)	0	6471	6333	0	0	1627
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	1%	2%	3%	0%	1%
Adj. Flow (vph)	0	2841	1802	141	0	272
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2841	1943	0	0	272
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	















Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 44.3% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 10: Charles Lindbergh Blvd & Perimeter Rd

FB B Weekday PM peak hour
 05/23/2024

										
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Volume (veh/h)	0	2358	1496	117	0	226				
Future Volume (Veh/h)	0	2358	1496	117	0	226				
Sign Control		Free	Free		Yield					
Grade		0%	0%		0%					
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83				
Hourly flow rate (vph)	0	2841	1802	141	0	272				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		Raised	Raised							
Median storage veh		1	1							
Upstream signal (ft)		770								
pX, platoon unblocked										
vC, conflicting volume	1802					2583	521			
vC1, stage 1 conf vol						1872				
vC2, stage 2 conf vol						710				
vCu, unblocked vol	1802					2583	521			
tC, single (s)	4.1					6.8	6.9			
tC, 2 stage (s)						5.8				
tF (s)	2.2					3.5	3.3			
p0 queue free %	100					100	46			
cM capacity (veh/h)	347					86	503			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	710	710	710	710	515	515	515	398	272	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	141	272	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	503	
Volume to Capacity	0.42	0.42	0.42	0.42	0.30	0.30	0.30	0.23	0.54	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	80	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.3	
Lane LOS									C	
Approach Delay (s)	0.0					0.0				20.3
Approach LOS									C	
Intersection Summary										
Average Delay			1.1							
Intersection Capacity Utilization			44.3%	ICU Level of Service				A		
Analysis Period (min)			15							

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	397	0	100	525	994	280
Future Volume (vph)	397	0	100	525	994	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3400	0	1752	3471	3574	1553
Flt Permitted	0.950		0.181			
Satd. Flow (perm)	3400	0	334	3471	3574	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						295
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		3				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	3%	4%	1%	4%
Adj. Flow (vph)	418	0	105	553	1046	295
Shared Lane Traffic (%)						
Lane Group Flow (vph)	418	0	105	553	1046	295
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	11.7		30.5	29.3	20.4	20.4
Actuated g/C Ratio	0.22		0.57	0.55	0.38	0.38
v/c Ratio	0.56		0.31	0.29	0.76	0.38
Control Delay	22.3		13.2	7.0	21.6	4.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	22.3		13.2	7.0	21.6	4.0
LOS	C		B	A	C	A
Approach Delay	22.3			8.0	17.7	
Approach LOS	C			A	B	
Queue Length 50th (ft)	62		14	43	154	0
Queue Length 95th (ft)	106		36	77	#306	46
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1628		722	2810	1370	777
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.26		0.15	0.20	0.76	0.38

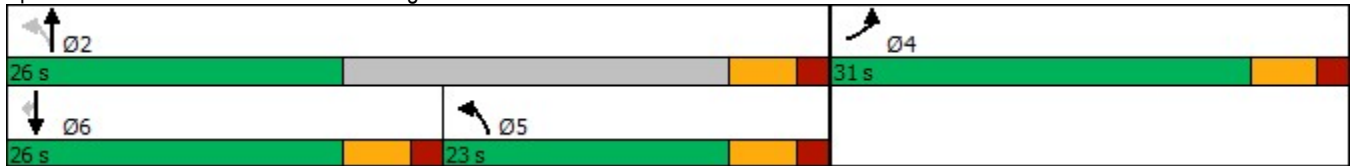
Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 53.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 15.9
 Intersection Capacity Utilization 59.9%
 Intersection LOS: B
 ICU Level of Service B

Analysis Period (min) 15






























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

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke













FB B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		  				  		 	 		 	 
Traffic Volume (vph)	146	1441	253	9	73	1556	137	390	379	130	299	583
Future Volume (vph)	146	1441	253	9	73	1556	137	390	379	130	299	583
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00				1.00	1.00		1.00	1.00		1.00	
Frt			0.850			0.988			0.962			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1787	5085	1615	0	1758	6324	0	3467	3288	0	3502	3539
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1787	5085	1615	0	1757	6324	0	3465	3288	0	3497	3539
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	1		2		2		1	1		2	2	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	0%	0%	3%	2%	2%	1%	6%	3%	0%	2%
Adj. Flow (vph)	154	1517	266	9	77	1638	144	411	399	137	315	614
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	1517	266	0	86	1782	0	411	536	0	315	614
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	288
Future Volume (vph)	288
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.95
Heavy Vehicles (%)	1%
Adj. Flow (vph)	303
Shared Lane Traffic (%)	
Lane Group Flow (vph)	303
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

FB B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	34.0	60.0		34.0	34.0	60.0		34.0	42.0		34.0	42.0
Total Split (%)	20.0%	35.3%		20.0%	20.0%	35.3%		20.0%	24.7%		20.0%	24.7%
Maximum Green (s)	26.7	53.0		26.7	26.7	53.0		27.0	34.0		27.0	34.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				1			1			1
Act Effct Green (s)	19.9	69.7	100.4		13.7	63.4		23.8	37.7		19.6	33.6
Actuated g/C Ratio	0.12	0.41	0.59		0.08	0.37		0.14	0.22		0.12	0.20
v/c Ratio	0.74	0.73	0.28		0.61	0.76		0.85	0.73		0.78	0.88
Control Delay	92.5	46.0	18.8		89.8	69.3		87.8	68.2		86.6	80.7
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	92.5	46.0	18.8		89.8	69.3		87.8	68.2		86.6	80.7
LOS	F	D	B		F	E		F	E		F	F
Approach Delay		46.0				70.2			76.7			73.7
Approach LOS		D				E			E			E
Queue Length 50th (ft)	169	539	147		100	536		232	286		178	346
Queue Length 95th (ft)	243	630	215		150	647		291	370		227	#446
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	280	2083	984		276	2359		550	733		556	719
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.55	0.73	0.27		0.31	0.76		0.75	0.73		0.57	0.85

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 128 (75%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	60.8
Actuated g/C Ratio	0.36
v/c Ratio	0.53
Control Delay	46.2
Queue Delay	0.0
Total Delay	46.2
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	260
Queue Length 95th (ft)	346
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	614
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.49

Intersection Summary













Intersection Signal Delay: 64.1
 Intersection Capacity Utilization 89.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.









Splits and Phases: 12: Merrick Ave & Hempstead Tpke



Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

FB B Weekday PM peak hour
 05/23/2024






									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	13	2003	25	22	8	1750	0	0	
Future Volume (vph)	13	2003	25	22	8	1750	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.998							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4859	0	0	1685	4916	0	0	
Flt Permitted	0.115				0.083				
Satd. Flow (perm)	204	4859	0	0	147	4916	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		3							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			7		7				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	3%	0%	0%	0%	2%	2%	2%	
Adj. Flow (vph)	13	2065	26	23	8	1804	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	13	2091	0	0	31	1804	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				
Detector Phase	2	2		6	6	6			

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	137.0	137.0		137.0	137.0	137.0			33.0
Total Split (%)	80.6%	80.6%		80.6%	80.6%	80.6%			19%
Maximum Green (s)	130.0	130.0		130.0	130.0	130.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									1
Act Effct Green (s)	162.0	162.0			162.0	162.0			
Actuated g/C Ratio	0.95	0.95			0.95	0.95			
v/c Ratio	0.07	0.45			0.22	0.39			
Control Delay	2.4	2.2			5.4	1.3			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	2.4	2.2			5.4	1.3			
LOS	A	A			A	A			
Approach Delay		2.2				1.4			
Approach LOS		A				A			
Queue Length 50th (ft)	0	34			0	0			
Queue Length 95th (ft)	m3	142			11	112			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	194	4630			140	4685			
Starvation Cap Reductn	0	0			0	0			
Spillback Cap Reductn	0	0			0	0			
Storage Cap Reductn	0	0			0	0			
Reduced v/c Ratio	0.07	0.45			0.22	0.39			

Intersection Summary















Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 163 (96%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 1.8
 Intersection Capacity Utilization 45.1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.









Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R) 137 s		 Ø3 33 s
 Ø6 (R) 137 s		

Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

FB B Weekday PM peak hour
 05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	45	1838	144	10	41	1713	44	34
Future Volume (vph)	45	1838	144	10	41	1713	44	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99
Frt		0.989						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1805	5028	0	0	1805	5085	1805	1568
Flt Permitted	0.112				0.950		0.950	
Satd. Flow (perm)	213	5028	0	0	1803	5085	1805	1547
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		14						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			4		4			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	0%	2%	0%	3%
Adj. Flow (vph)	48	1976	155	11	44	1842	47	37
Shared Lane Traffic (%)								
Lane Group Flow (vph)	48	2131	0	0	55	1842	47	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	114.0	114.0		20.0	20.0	134.0	36.0	36.0
Total Split (%)	67.1%	67.1%		11.8%	11.8%	78.8%	21.2%	21.2%
Maximum Green (s)	107.0	107.0		15.0	15.0	127.0	29.0	29.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							1	1
Act Effct Green (s)	134.6	134.6			9.6	147.1	12.9	12.9
Actuated g/C Ratio	0.79	0.79			0.06	0.87	0.08	0.08
v/c Ratio	0.29	0.53			0.54	0.42	0.34	0.32
Control Delay	10.6	6.1			100.1	0.4	78.2	77.9
Queue Delay	0.0	1.5			0.0	0.1	0.0	0.0
Total Delay	10.6	7.6			100.1	0.5	78.2	77.9
LOS	B	A			F	A	E	E
Approach Delay		7.6				3.4	78.1	
Approach LOS		A				A	E	
Queue Length 50th (ft)	11	197			65	8	52	41
Queue Length 95th (ft)	34	310			m93	m22	88	74
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	168	3984			159	4400	307	263
Starvation Cap Reductn	0	0			0	666	0	0
Spillback Cap Reductn	0	1568			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.29	0.88			0.35	0.49	0.15	0.14

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 161 (95%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 7.1
 Intersection LOS: A

Intersection Capacity Utilization 59.0% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke



Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke













FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	26	1742	191	6	101	1463	219	247	104	31	598
Future Volume (vph)	2	26	1742	191	6	101	1463	219	247	104	31	598
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor		1.00	1.00			1.00			1.00			
Frt			0.985					0.850		0.966		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4840	0	0	1745	4916	1531	3319	1749	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1745	4840	0	0	1745	4916	1531	3314	1749	0	3385
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)		1		2		2		1	2			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	2%	2%	2%	1%	3%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	2	28	1853	203	6	107	1556	233	263	111	33	636
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	2056	0	0	113	1556	233	263	144	0	636
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	316	44
Future Volume (vph)	316	44
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	1800	0
Flt Permitted		
Satd. Flow (perm)	1800	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Parking (#/hr)		
Adj. Flow (vph)	336	47
Shared Lane Traffic (%)		
Lane Group Flow (vph)	383	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	

Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB B Weekday PM peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	27	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	27	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0
Total Split (s)	26.0	26.0	60.0		26.0	26.0	60.0		42.0	42.0		42.0
Total Split (%)	15.3%	15.3%	35.3%		15.3%	15.3%	35.3%		24.7%	24.7%		24.7%
Maximum Green (s)	19.0	19.0	52.0		18.0	18.0	52.0		34.0	34.0		34.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0			8.0	8.0		8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			1				0					0
Act Effct Green (s)		7.5	66.4			18.0	80.3	122.3	19.6	19.6		34.0
Actuated g/C Ratio		0.04	0.39			0.11	0.47	0.72	0.12	0.12		0.20
v/c Ratio		0.39	1.09			0.61	0.67	0.21	0.69	0.71		0.94
Control Delay		94.1	103.9			87.8	37.9	9.7	81.2	91.2		88.9
Queue Delay		0.0	3.7			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		94.1	107.6			87.8	37.9	9.7	81.2	91.2		88.9
LOS		F	F			F	D	A	F	F		F
Approach Delay			107.4				37.4					84.8
Approach LOS			F				D					F
Queue Length 50th (ft)		33	~913			123	495	83	147	158		364
Queue Length 95th (ft)		m58	#1089			196	614	147	191	231		#481
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		195	1889			184	2321	1101	663	349		677
Starvation Cap Reductn		0	15			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.15	1.10			0.61	0.67	0.21	0.40	0.41		0.94

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 123 (72%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 140

Lane Group	↓ SBT	↙ SBR
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	13.0	
Total Split (s)	42.0	
Total Split (%)	24.7%	
Maximum Green (s)	34.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	34.0	
Actuated g/C Ratio	0.20	
v/c Ratio	1.06	
Control Delay	127.7	
Queue Delay	0.0	
Total Delay	127.7	
LOS	F	
Approach Delay	103.5	
Approach LOS	F	
Queue Length 50th (ft)	~468	
Queue Length 95th (ft)	#687	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	360	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	1.06	
Intersection Summary		

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 80.4

Intersection LOS: F

Intersection Capacity Utilization 97.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

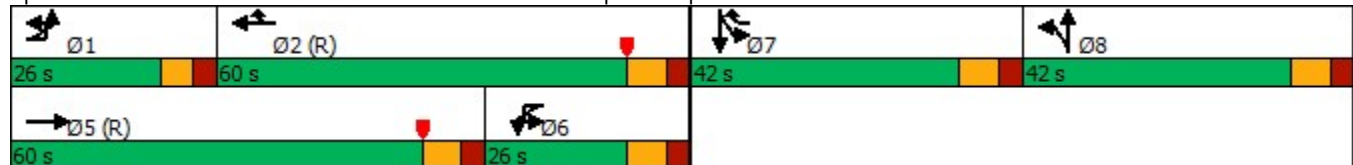
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke



Lanes, Volumes, Timings
 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	151	62	811	2	6	26	5	120	579	13	36	818
Future Volume (vph)	151	62	811	2	6	26	5	120	579	13	36	818
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0		420		0	105	
Storage Lanes	0		2	0		0		2		0	1	
Taper Length (ft)	0			0				80			70	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00	0.98		0.99			1.00	1.00		0.99	1.00
Frt			0.850		0.896				0.997			0.991
Flt Protected		0.966			0.997			0.950			0.950	
Satd. Flow (prot)	0	1812	2814	0	1626	0	0	3035	3495	0	1805	3496
Flt Permitted		0.767			0.984			0.143			0.416	
Satd. Flow (perm)	0	1433	2756	0	1605	0	0	457	3495	0	786	3496
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			44		27				4			8
Link Speed (mph)		40			30				40			40
Link Distance (ft)		756			287				1121			822
Travel Time (s)		12.9			6.5				19.1			14.0
Confl. Peds. (#/hr)	6					6		2		8	8	
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	1%	0%	17%	0%	0%	12%	3%	0%	0%	2%
Adj. Flow (vph)	159	65	854	2	6	27	5	126	609	14	38	861
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	854	0	35	0	0	131	623	0	38	918
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			0				36			32
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		24			16				28			40
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	1	1	1	2		1	1	2		1	2
Detector Template	Left			Left			Left		Thru			Thru
Leading Detector (ft)	20	30	25	20	22		20	25	100		25	100
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	30	25	20	6		20	25	6		25	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					12				94			94
Detector 2 Size(ft)					10				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	54
Future Volume (vph)	54
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Flt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	6%
Adj. Flow (vph)	57
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)						0.0			0.0			0.0
Turn Type	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm	NA
Protected Phases		4			8		5	5	2			6
Permitted Phases	4		4 5	8			2	2			6	
Detector Phase	4	4	4 5	8	8		5	5	2		6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0	20.0
Minimum Split (s)	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0	26.0
Total Split (s)	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0	34.0
Total Split (%)	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%	37.8%
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			5.0	6.0		6.0	6.0
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2	0.2
Recall Mode	None	None		None	None		None	None	Min		Min	Min
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	22.0	22.0		22.0	22.0							
Pedestrian Calls (#/hr)	1	1		3	3							
Act Effct Green (s)		21.5	36.4		21.5			38.7	37.7		22.8	22.8
Actuated g/C Ratio		0.30	0.51		0.30			0.54	0.53		0.32	0.32
v/c Ratio		0.52	0.60		0.07			0.22	0.34		0.15	0.82
Control Delay		26.2	13.7		9.9			9.6	10.8		21.7	30.5
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Delay		26.2	13.7		9.9			9.6	10.8		21.7	30.5
LOS		C	B		A			A	B		C	C
Approach Delay		16.3			9.9				10.6			30.1
Approach LOS		B			A				B			C
Queue Length 50th (ft)		74	120		2			12	74		11	185
Queue Length 95th (ft)		165	214		23			30	135		40	#326
Internal Link Dist (ft)		676			207				1041			742
Turn Bay Length (ft)								420			105	
Base Capacity (vph)		528	1812		608			984	2648		314	1404
Starvation Cap Reductn		0	0		0			0	0		0	0
Spillback Cap Reductn		0	0		0			0	0		0	0
Storage Cap Reductn		0	0		0			0	0		0	0
Reduced v/c Ratio		0.42	0.47		0.06			0.13	0.24		0.12	0.65

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 71.5
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82

Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings
16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

FB B Weekday PM peak hour
05/23/2024

Intersection Signal Delay: 19.4 Intersection LOS: B
Intersection Capacity Utilization 85.5% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	31	1302	112	24	141	1540	48	123	76	164	89
Future Volume (vph)	11	31	1302	112	24	141	1540	48	123	76	164	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.98		0.97	0.97	0.98
Fr t				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.970		0.950
Satd. Flow (prot)	0	1649	4893	1492	0	1805	5036	1507	0	1699	1492	1685
Flt Permitted		0.950				0.950				0.763		0.453
Satd. Flow (perm)	0	1647	4893	1457	0	1803	5036	1484	0	1301	1441	791
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		3		3		5	53		25	25
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	6%	1%	0%	0%	3%	0%	2%	0%	1%	0%
Adj. Flow (vph)	13	35	1480	127	27	160	1750	55	140	86	186	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	1480	127	0	187	1750	55	0	226	186	101
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	73	38
Future Volume (vph)	73	38
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.94
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1756	1507
Flt Permitted		
Satd. Flow (perm)	1756	1417
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		53
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	83	43
Shared Lane Traffic (%)		
Lane Group Flow (vph)	83	43
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									18	18	18	2
Act Effct Green (s)		9.8	81.1	81.1		20.3	94.3	94.3		36.5	36.5	36.5
Actuated g/C Ratio		0.06	0.51	0.51		0.13	0.59	0.59		0.23	0.23	0.23
v/c Ratio		0.48	0.60	0.17		0.82	0.59	0.06		0.76	0.57	0.56
Control Delay		83.0	20.7	19.2		100.0	8.6	8.1		73.3	60.2	65.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		83.0	20.7	19.2		100.0	8.6	8.1		73.3	60.2	65.0
LOS		F	C	B		F	A	A		E	E	E
Approach Delay			22.4				17.1			67.4		
Approach LOS			C				B			E		
Queue Length 50th (ft)		46	237	52		207	168	14		209	163	88
Queue Length 95th (ft)		m75	307	97		m260	m176	m19		300	239	151
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		257	2481	738		282	2967	874		357	396	217
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.19	0.60	0.17		0.66	0.59	0.06		0.63	0.47	0.47

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	36.5	36.5
Actuated g/C Ratio	0.23	0.23
v/c Ratio	0.21	0.13
Control Delay	48.7	46.5
Queue Delay	0.0	0.0
Total Delay	48.7	46.5
LOS	D	D
Approach Delay	55.6	
Approach LOS	E	
Queue Length 50th (ft)	67	34
Queue Length 95th (ft)	113	67
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	482	389
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.17	0.11
Intersection Summary		

Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 26.0
 Intersection Capacity Utilization 128.0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke



Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	147	1099	11	22	20	1437	234	20	44	25	311
Future Volume (vph)	3	147	1099	11	22	20	1437	234	20	44	25	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.98		1.00		
Frt				0.850				0.850		0.962		
Flt Protected		0.950				0.950				0.989		0.950
Satd. Flow (prot)	0	3189	3505	1615	0	1805	3539	1524	0	1745	0	3335
Flt Permitted		0.950				0.950				0.863		0.950
Satd. Flow (perm)	0	3188	3505	1615	0	1805	3539	1500	0	1517	0	3335
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								244				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		2						2	18			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	3%	0%	0%	0%	2%	6%	5%	5%	0%	5%
Adj. Flow (vph)	3	153	1145	11	23	21	1497	244	21	46	26	324
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	1145	11	0	44	1497	244	0	93	0	324
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												

Lane Group	SBT	SBR	Ø2
Lane Configurations	↓	↙	
Traffic Volume (vph)	30	333	
Future Volume (vph)	30	333	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.97	0.97	
Frt	0.874	0.850	
Flt Protected			
Satd. Flow (prot)	1473	1461	
Flt Permitted			
Satd. Flow (perm)	1473	1414	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		18	
Confl. Bikes (#/hr)			
Peak Hour Factor	0.96	0.96	
Heavy Vehicles (%)	0%	5%	
Adj. Flow (vph)	31	347	
Shared Lane Traffic (%)		46%	
Lane Group Flow (vph)	191	187	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B Weekday PM peak hour
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0			0.0	0.0			0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0
Total Split (%)	12.5%	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%
Maximum Green (s)	13.0	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												1
Act Effct Green (s)		11.6	80.0	80.0		13.0	81.4	114.1		13.3		25.7
Actuated g/C Ratio		0.07	0.50	0.50		0.08	0.51	0.71		0.08		0.16
v/c Ratio		0.68	0.65	0.01		0.30	0.83	0.21		0.74		0.61
Control Delay		86.9	33.4	24.0		53.6	21.8	1.7		102.8		66.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		86.9	33.4	24.0		53.6	21.8	1.7		102.8		66.5
LOS		F	C	C		D	C	A		F		E
Approach Delay			39.7				19.9			102.8		
Approach LOS			D				B			F		
Queue Length 50th (ft)		83	473	6		47	824	23		96		163
Queue Length 95th (ft)		123	602	19		m79	#979	49		#183		205
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		262	1752	807		146	1800	1204		139		708
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.60	0.65	0.01		0.30	0.83	0.20		0.67		0.46

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83

Lane Group	SBT	SBR	Ø2
Detector 2 Extend (s)	0.0	0.0	
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	1	1	0
Act Effct Green (s)	25.7	25.7	
Actuated g/C Ratio	0.16	0.16	
v/c Ratio	0.81	0.82	
Control Delay	88.8	91.8	
Queue Delay	0.0	0.0	
Total Delay	88.8	91.8	
LOS	F	F	
Approach Delay	79.3		
Approach LOS	E		
Queue Length 50th (ft)	205	201	
Queue Length 95th (ft)	288	286	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	313	300	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.61	0.62	

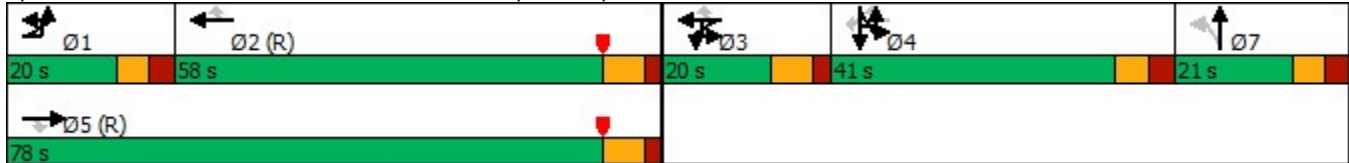
Intersection Summary

Intersection Signal Delay: 39.2
 Intersection Capacity Utilization 96.6%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F























- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke



Lanes, Volumes, Timings
19: Merrick Ave & Front St

FB B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	358	186	160	389	80	192	516	153	226	1206	197
Future Volume (vph)	142	358	186	160	389	80	192	516	153	226	1206	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor			0.98	1.00								0.99
Frt			0.850		0.974			0.966				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	1722	1478	1668	3197	0	1668	3239	0	1728	3610	1487
Flt Permitted	0.329			0.182			0.083			0.312		
Satd. Flow (perm)	561	1722	1448	319	3197	0	146	3239	0	567	3610	1466
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		14							
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		552			635			457			1121	
Travel Time (s)		9.4			10.8			7.8			19.1	
Confl. Peds. (#/hr)			5	5			1					1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	3%	2%	1%	3%	1%	1%	5%	1%	1%	0%	5%
Parking (#/hr)									0			
Adj. Flow (vph)	145	365	190	163	397	82	196	527	156	231	1231	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	365	190	163	479	0	196	683	0	231	1231	201
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

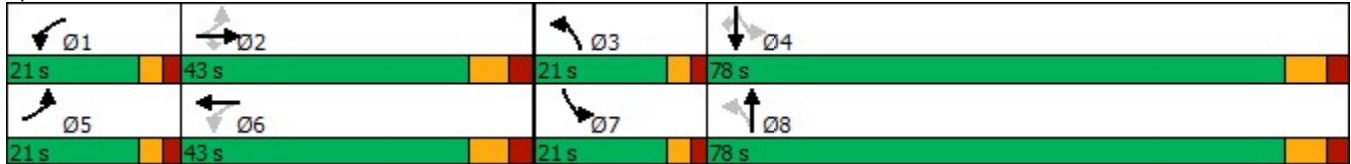
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	20.0		5.0	20.0	20.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	28.0		10.0	28.0	28.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		0			2			0	0
Act Effct Green (s)	51.6	35.1	35.1	53.0	35.9		85.8	68.1		84.5	67.5	67.5
Actuated g/C Ratio	0.33	0.22	0.22	0.34	0.23		0.54	0.43		0.54	0.43	0.43
v/c Ratio	0.53	0.95	0.47	0.71	0.65		0.89	0.49		0.57	0.80	0.32
Control Delay	43.6	95.7	30.0	54.5	59.3		72.4	33.9		22.7	44.0	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	43.6	95.7	30.0	54.5	59.3		72.4	33.9		22.7	44.0	32.0
LOS	D	F	C	D	E		E	C		C	D	C
Approach Delay		67.1			58.1			42.5			39.6	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	108	393	83	123	241		133	272		117	594	141
Queue Length 95th (ft)	168	#612	168	187	310		#279	336		167	687	209
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	299	383	400	247	738		236	1455		429	1610	653
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.48	0.95	0.47	0.66	0.65		0.83	0.47		0.54	0.76	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 157.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95

Intersection Signal Delay: 48.2
 Intersection Capacity Utilization 94.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 19: Merrick Ave & Front St



Lanes, Volumes, Timings
20: Uniondale Ave & Front St

FB B Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	477	121	236	466	33	141	363	197	41	398	29
Future Volume (vph)	126	477	121	236	466	33	141	363	197	41	398	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97		0.96		0.99			0.99		0.99	1.00	
Frt			0.850		0.990			0.947			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1568	1787	1833	0	1805	1717	0	1752	1818	0
Flt Permitted	0.443			0.170			0.135			0.290		
Satd. Flow (perm)	801	1863	1504	320	1833	0	256	1717	0	532	1818	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								23			3	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	21		6	6		21	12		7	7		12
Confl. Bikes (#/hr)			4									1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	3%	1%	2%	3%	0%	4%	2%	3%	3%	4%
Parking (#/hr)						0						
Adj. Flow (vph)	133	502	127	248	491	35	148	382	207	43	419	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	502	127	248	526	0	148	589	0	43	450	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

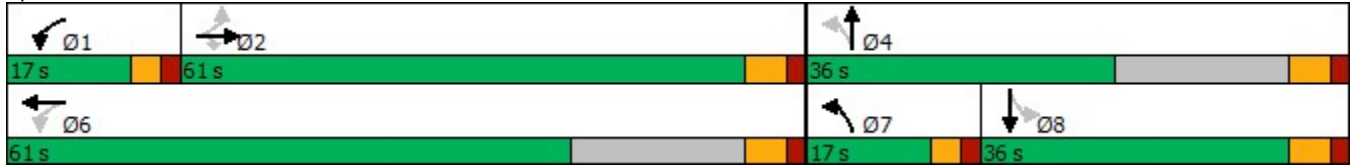
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4				8
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		28.0	28.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	4	4	4		2			2		7	7	
Act Effct Green (s)	37.7	37.7	37.7	54.7	53.6		47.0	46.0		30.5	30.5	
Actuated g/C Ratio	0.34	0.34	0.34	0.49	0.48		0.42	0.41		0.27	0.27	
v/c Ratio	0.49	0.80	0.25	0.83	0.60		0.59	0.82		0.30	0.91	
Control Delay	36.0	43.8	27.6	40.8	23.9		33.2	41.0		44.7	64.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.0	43.8	27.6	40.8	23.9		33.2	41.0		44.7	64.4	
LOS	D	D	C	D	C		C	D		D	E	
Approach Delay		39.7			29.3			39.5			62.7	
Approach LOS		D			C			D			E	
Queue Length 50th (ft)	77	333	67	104	271		67	363		25	321	
Queue Length 95th (ft)	138	458	113	#189	372		139	#698		71	#637	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	400	931	751	316	1199		276	746		145	497	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.54	0.17	0.78	0.44		0.54	0.79		0.30	0.91	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 111.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91

Intersection Signal Delay: 40.8
 Intersection Capacity Utilization 98.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: Uniondale Ave & Front St















Lanes, Volumes, Timings
21: California Ave & Front St

FB B Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	689	22	18	578	32	40	42	13	93	148	59
Future Volume (vph)	67	689	22	18	578	32	40	42	13	93	148	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.995			0.992			0.981			0.974	
Flt Protected	0.950			0.950				0.979			0.985	
Satd. Flow (prot)	1685	1729	0	1685	1737	0	0	1911	0	0	2024	0
Flt Permitted	0.322			0.251				0.734			0.873	
Satd. Flow (perm)	569	1729	0	444	1737	0	0	1426	0	0	1785	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	10		12	12		10	10		8	8		10
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	1%	3%	0%	3%	0%	1%	1%	2%
Parking (#/hr)						0						
Adj. Flow (vph)	71	725	23	19	608	34	42	44	14	98	156	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	748	0	19	642	0	0	100	0	0	316	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
 21: California Ave & Front St

FB B Weekday PM peak hour
 05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex				Cl+Ex		Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Turn Type	Perm	NA	Perm		NA	Perm		NA	Perm		NA	
Protected Phases	2		6		8		8		4		4	
Permitted Phases	2	6		8		4		4				
Detector Phase	2	2	6		6		8		8		4	
Switch Phase												
Minimum Initial (s)	30.0	30.0	30.0		30.0		10.0		10.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		36.0		15.5		15.5		15.5	
Total Split (s)	61.0	61.0	61.0		61.0		28.5		28.5		28.5	
Total Split (%)	68.2%	68.2%	68.2%		68.2%		31.8%		31.8%		31.8%	
Maximum Green (s)	55.0	55.0	55.0		55.0		23.0		23.0		23.0	
Yellow Time (s)	4.0	4.0	4.0		4.0		3.5		3.5		3.5	
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0		2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0		0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0		5.5		5.5		5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0		5.0		3.0		3.0		3.0	
Recall Mode	Min	Min	Min		Min		None		None		None	
Walk Time (s)							7.0		7.0		7.0	
Flash Dont Walk (s)							12.0		12.0		12.0	
Pedestrian Calls (#/hr)							4		4		3	
Act Effct Green (s)	42.2	42.2	42.2		42.2		17.3		17.3		17.3	
Actuated g/C Ratio	0.59	0.59	0.59		0.59		0.24		0.24		0.24	
v/c Ratio	0.21	0.73	0.07		0.63		0.29		0.29		0.73	
Control Delay	9.4	16.2	7.8		13.2		27.1		27.1		37.8	
Queue Delay	0.0	0.0	0.0		0.0		0.0		0.0		0.0	
Total Delay	9.4	16.2	7.8		13.2		27.1		27.1		37.8	
LOS	A	B	A		B		C		C		D	
Approach Delay	15.6				13.0		27.1		27.1		37.8	
Approach LOS	B				B		C		C		D	
Queue Length 50th (ft)	13	215	3		166		35		35		126	
Queue Length 95th (ft)	38	399	13		304		89		89		254	
Internal Link Dist (ft)	178				181		328		328		459	
Turn Bay Length (ft)	45		50									
Base Capacity (vph)	451	1371	352		1377		480		480		601	
Starvation Cap Reductn	0	0	0		0		0		0		0	
Spillback Cap Reductn	0	0	0		0		0		0		0	
Storage Cap Reductn	0	0	0		0		0		0		0	
Reduced v/c Ratio	0.16	0.55	0.05		0.47		0.21		0.21		0.53	

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 71.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 19.0

Intersection Capacity Utilization 84.8%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service E

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	62	842	0	494	903	48	3	22	250	0	25	441
Future Volume (vph)	62	842	0	494	903	48	3	22	250	0	25	441
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.99			0.99	1.00							
Frt					0.992							0.980
Flt Protected	0.950			0.950				0.950				0.998
Satd. Flow (prot)	1752	3471	0	1703	3468	0	0	1739	1881	0	0	3449
Flt Permitted	0.260			0.111				0.266				0.896
Satd. Flow (perm)	474	3471	0	197	3468	0	0	487	1881	0	0	3097
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	42		46	46		42						
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	4%	0%	6%	3%	0%	33%	0%	1%	0%	4%	2%
Adj. Flow (vph)	65	877	0	515	941	50	3	23	260	0	26	459
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	877	0	515	991	0	0	26	260	0	0	561
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		0	0	0		1	0
Detector Template	Left			Left							Left	
Leading Detector (ft)	30	0		20	0		20	0	0		20	0
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		0	0	0		20	0
Detector 1 Type	Cl+Ex			Cl+Ex							Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	73
Future Volume (vph)	73
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	4%
Adj. Flow (vph)	76
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		32.0	32.0	32.0		14.0	14.0
Total Split (s)	31.0	50.0		31.0	50.0		39.0	39.0	39.0		39.0	39.0
Total Split (%)	25.8%	41.7%		25.8%	41.7%		32.5%	32.5%	32.5%		32.5%	32.5%
Maximum Green (s)	26.0	44.0		26.0	44.0		33.0	33.0	33.0		33.0	33.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		1					15	15	15			
Act Effct Green (s)	57.3	37.0		78.4	54.2			29.6	29.6			29.6
Actuated g/C Ratio	0.48	0.31		0.65	0.45			0.25	0.25			0.25
v/c Ratio	0.15	0.82		0.88	0.63			0.22	0.56			0.74
Control Delay	5.9	25.6		48.1	29.5			32.1	37.1			47.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	3.4			0.0
Total Delay	5.9	25.6		48.1	29.5			32.1	40.5			47.5
LOS	A	C		D	C			C	D			D
Approach Delay		24.3			35.8				39.8			47.5
Approach LOS		C			D				D			D
Queue Length 50th (ft)	10	261		305	309			12	125			207
Queue Length 95th (ft)	m15	233		#630	439			25	164			266
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	529	1272		585	1565			134	520			856
Starvation Cap Reductn	0	0		0	0			0	173			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.12	0.69		0.88	0.63			0.19	0.75			0.66

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 34.9
 Intersection Capacity Utilization 98.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

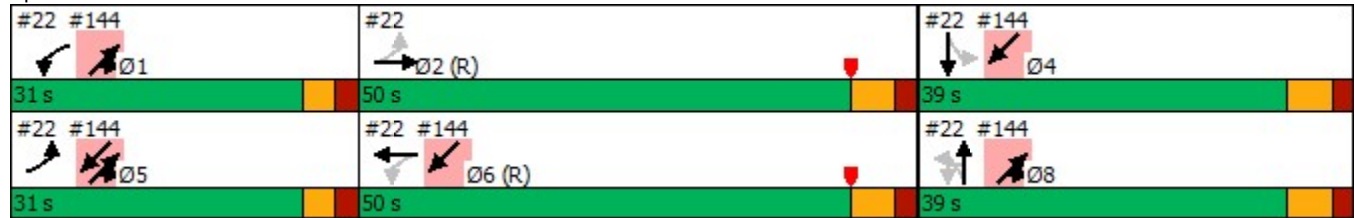
Lane Group SBR

Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

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













Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave



Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

FB B Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	769	50	161	702	91	96	597	144	158	863	105
Future Volume (vph)	109	769	50	161	702	91	96	597	144	158	863	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.96	0.99		0.98	0.98			0.98		0.97	0.99	
Frt		0.991			0.983			0.971			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3454	0	1787	3370	0	1770	3340	0	1770	3472	0
Flt Permitted	0.149			0.115			0.131			0.217		
Satd. Flow (perm)	268	3454	0	212	3370	0	244	3340	0	393	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			12			25			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	133		85	85		133	83		89	89		83
Confl. Bikes (#/hr)			1									3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	3%	0%	1%	3%	4%	2%	3%	0%	2%	1%	1%
Parking (#/hr)						0						
Adj. Flow (vph)	111	785	51	164	716	93	98	609	147	161	881	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	836	0	164	809	0	98	756	0	161	988	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		









Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	18.0	42.0		18.0	42.0		18.0	42.0		18.0	42.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	12.0	36.0		12.0	36.0		12.0	36.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		28			30			28			44	
Act Effct Green (s)	42.2	33.1		45.2	34.7		50.5	42.2		54.1	44.0	
Actuated g/C Ratio	0.35	0.28		0.38	0.29		0.42	0.35		0.45	0.37	
v/c Ratio	0.54	0.87		0.75	0.82		0.47	0.64		0.55	0.77	
Control Delay	31.1	51.9		65.2	63.8		26.5	35.6		26.3	39.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	51.9		65.2	63.8		26.5	35.6		26.3	39.5	
LOS	C	D		E	E		C	D		C	D	
Approach Delay		49.5			64.1			34.6			37.6	
Approach LOS		D			E			C			D	
Queue Length 50th (ft)	51	318		120	246		42	257		71	359	
Queue Length 95th (ft)	86	391		m#211	410		77	343		120	#515	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	251	1040		239	1034		262	1190		320	1281	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.80		0.69	0.78		0.37	0.64		0.50	0.77	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 46.4
 Intersection Capacity Utilization 85.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1 18 s	 Ø2 (R) 42 s	 Ø3 18 s	 Ø4 42 s
 Ø5 18 s	 Ø6 (R) 42 s	 Ø7 18 s	 Ø8 42 s

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

FB B Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	224	685	212	75	602	70	145	614	87	99	957	176
Future Volume (vph)	224	685	212	75	602	70	145	614	87	99	957	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97		0.88		0.99			0.99		0.98	0.99	
Frt			0.850		0.986			0.981			0.977	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1570	3505	1583	0	3304	0	1608	3304	0	1608	3246	0
Flt Permitted	0.148				0.777		0.112			0.377		
Satd. Flow (perm)	238	3505	1395	0	2573	0	190	3304	0	628	3246	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	67		87	87		67	25		35	35		25
Confl. Bikes (#/hr)			3			2			30			4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	15%	3%	2%	1%	3%	2%	1%	3%	1%	1%	2%	17%
Parking (#/hr)						0						
Adj. Flow (vph)	231	706	219	77	621	72	149	633	90	102	987	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	231	706	219	0	770	0	149	723	0	102	1168	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		8	8		12			29		22		22
Act Effct Green (s)	37.0	35.0	35.0		23.0		45.0	43.0		31.7		31.7
Actuated g/C Ratio	0.41	0.39	0.39		0.26		0.50	0.48		0.35		0.35
v/c Ratio	1.07	0.52	0.40		1.17		0.71	0.46		0.46		1.02
Control Delay	105.2	22.7	22.8		125.3		34.1	16.9		31.4		62.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	105.2	22.7	22.8		125.3		34.1	16.9		31.4		62.6
LOS	F	C	C		F		C	B		C		E
Approach Delay		39.2			125.3			19.8				60.1
Approach LOS		D			F			B				E
Queue Length 50th (ft)	~99	158	88		~277		44	138		45		~383
Queue Length 95th (ft)	#245	211	151		#392		#116	186		97		#511
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	216	1363	542		657		221	1578		221		1144
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	1.07	0.52	0.40		1.17		0.67	0.46		0.46		1.02

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.17

Intersection Signal Delay: 57.9

Intersection LOS: E

Intersection Capacity Utilization 99.2%

ICU Level of Service F

Analysis Period (min) 15

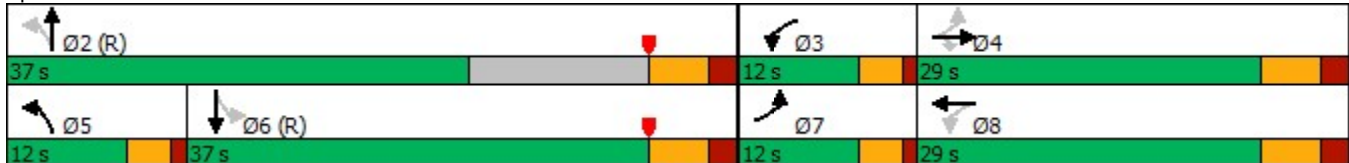
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.




















Queue shown is maximum after two cycles.

Splits and Phases: 24: N Franklin St & Fulton Ave















Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave

FB B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	857	66	11	360	818	249	0	530	440	376	957
Future Volume (vph)	0	857	66	11	360	818	249	0	530	440	376	957
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.98		0.99		1.00	0.99
Frt		0.989					0.850		0.932			0.987
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3409	0	0	1728	3610	1794	0	3040	0	1608	3130
Flt Permitted					0.950						0.125	
Satd. Flow (perm)	0	3409	0	0	1722	3610	1758	0	3040	0	211	3130
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		8					78		132			15
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	7		11		11		7	51		12	12	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	2%	0%	3%	1%	1%	2%
Adj. Flow (vph)	0	902	69	12	379	861	262	0	558	463	396	1007
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	971	0	0	391	861	262	0	1021	0	396	1102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	90
Future Volume (vph)	90
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Flt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	51
Peak Hour Factor	0.95
Heavy Vehicles (%)	0%
Adj. Flow (vph)	95
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		17				4			4			2
Act Effct Green (s)		23.5			7.5	36.5	47.0		26.5		42.5	42.5
Actuated g/C Ratio		0.26			0.08	0.41	0.52		0.29		0.47	0.47
v/c Ratio		1.08			2.72	0.59	0.27		1.03		1.51	0.74
Control Delay		88.4			810.7	22.9	7.2		66.2		277.2	22.8
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		88.4			810.7	22.9	7.2		66.2		277.2	22.8
LOS		F			F	C	A		E		F	C
Approach Delay		88.4				223.7			66.2			90.1
Approach LOS		F				F			E			F
Queue Length 50th (ft)		~327			~381	196	45		~301		~273	254
Queue Length 95th (ft)		#453			#556	257	82		#427		#453	334
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		896			144	1464	959		988		262	1485
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		1.08			2.72	0.59	0.27		1.03		1.51	0.74

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 55 (61%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.72

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 125.3
 Intersection Capacity Utilization 114.9%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

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

Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	1034	396	297	975	217	237	465	166	155	428	59
Future Volume (vph)	166	1034	396	297	975	217	237	465	166	155	428	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.97			0.97	1.00	1.00		1.00	1.00	
Frt			0.850			0.850		0.961			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	3388	1516	1685	3455	1473	1662	3331	0	1636	3371	0
Flt Permitted	0.179			0.083			0.238			0.169		
Satd. Flow (perm)	316	3388	1470	147	3455	1434	415	3331	0	291	3371	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								36			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	7		9	9		7	8		3	3		8
Confl. Bikes (#/hr)			1			1						1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	3%	3%	0%	1%	6%	5%	0%	1%	3%	1%	4%
Parking (#/hr)												0
Adj. Flow (vph)	173	1077	413	309	1016	226	247	484	173	161	446	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	1077	413	309	1016	226	247	657	0	161	507	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0	
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%	
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		3			1			3			2	
Act Effct Green (s)	55.8	42.0	58.5	74.4	56.1	70.0	48.6	32.1		43.6	29.6	
Actuated g/C Ratio	0.40	0.30	0.42	0.53	0.40	0.50	0.35	0.23		0.31	0.21	
v/c Ratio	0.67	1.06	0.67	0.80	0.73	0.31	0.85	0.83		0.72	0.70	
Control Delay	33.5	92.2	34.8	54.9	41.5	20.9	58.2	57.8		47.8	54.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	33.5	92.2	34.8	54.9	41.5	20.9	58.2	57.8		47.8	54.8	
LOS	C	F	C	D	D	C	E	E		D	D	
Approach Delay		71.8			41.2			57.9			53.1	
Approach LOS		E			D			E			D	
Queue Length 50th (ft)	79	~565	272	221	418	109	164	285		101	222	
Queue Length 95th (ft)	142	#703	385	#491	#632	193	#230	338		140	261	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	301	1016	625	384	1384	753	296	977		260	971	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.57	1.06	0.66	0.80	0.73	0.30	0.83	0.67		0.62	0.52	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 34 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 56.6
 Intersection Capacity Utilization 95.0%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F

























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













Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd

↙ Ø1 23 s	↘ Ø2 (R) 48 s	↙ Ø3 23 s	↓ Ø4 46 s
↘ Ø5 23 s	↙ Ø6 (R) 48 s	↘ Ø7 23 s	↑ Ø8 46 s

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

FB B Weekday PM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	1703	53	331	1608	456	72	502	427	578	538	267
Future Volume (vph)	283	1703	53	331	1608	456	72	502	427	578	538	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235	300		0
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	85			110			130			75		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5136	1553	3467	6471	1583	1805	3505	1615	3400	3471	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3465	5136	1529	3463	6471	1554	1801	3505	1586	3390	3471	1572
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30				30
Link Distance (ft)		566			700			662				581
Travel Time (s)		12.9			11.9			15.0				13.2
Confl. Peds. (#/hr)	5		9	9		5	4		5	5		4
Confl. Bikes (#/hr)			3									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	4%	1%	1%	2%	0%	3%	0%	3%	4%	1%
Adj. Flow (vph)	289	1738	54	338	1641	465	73	512	436	590	549	272
Shared Lane Traffic (%)												
Lane Group Flow (vph)	289	1738	54	338	1641	465	73	512	436	590	549	272
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	custom
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			Free			6 7			8			4 5
Detector Phase	5	2		1	6	6 7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0	
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%	
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	7.0			7.0			7.0			7.0	
Flash Dont Walk (s)	7.0	28.0			28.0			33.0			33.0	
Pedestrian Calls (#/hr)	0	1			2			3			2	
Act Effct Green (s)	17.7	54.2	160.0	23.9	60.4	95.3	10.9	30.1	53.0	28.8	47.0	70.7
Actuated g/C Ratio	0.11	0.34	1.00	0.15	0.38	0.60	0.07	0.19	0.33	0.18	0.29	0.44
v/c Ratio	0.76	1.00	0.04	0.65	0.67	0.50	0.60	0.78	0.70	0.96	0.54	0.39
Control Delay	81.7	73.5	0.0	88.0	25.8	14.1	91.5	69.9	34.2	92.7	49.2	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	73.5	0.0	88.0	25.8	14.9	91.5	69.9	34.2	92.7	49.2	31.2
LOS	F	E	A	F	C	B	F	E	C	F	D	C
Approach Delay		72.7			32.3			56.2			63.9	
Approach LOS		E			C			E			E	
Queue Length 50th (ft)	154	~671	0	188	258	167	76	272	257	319	255	191
Queue Length 95th (ft)	201	#786	0	#319	414	407	130	313	383	#440	301	238
Internal Link Dist (ft)		486			620			582			501	
Turn Bay Length (ft)	375		245	250			95		235	300		
Base Capacity (vph)	461	1740	1529	517	2444	926	180	920	624	616	1171	720
Starvation Cap Reductn	0	0	0	0	0	214	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	1.00	0.04	0.65	0.67	0.65	0.41	0.56	0.70	0.96	0.47	0.38

Intersection Summary

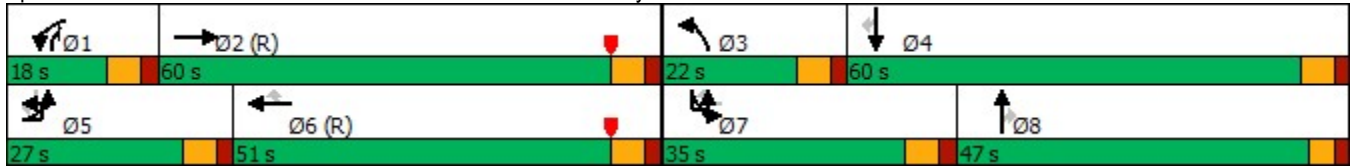
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00

Intersection Signal Delay: 54.3
 Intersection Capacity Utilization 94.9%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F

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

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	1586	211	189	1024	108	196	313	221	170	195	51
Future Volume (vph)	122	1586	211	189	1024	108	196	313	221	170	195	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98		1.00				0.99		1.00	
Frt			0.850		0.986				0.850		0.981	
Flt Protected	0.950			0.950			0.950				0.980	
Satd. Flow (prot)	1805	5136	1615	1770	5045	0	3467	1863	1615	0	3425	0
Flt Permitted	0.170			0.060			0.950				0.980	
Satd. Flow (perm)	322	5136	1580	112	5045	0	3467	1863	1593	0	3423	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			140		12				61			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	6		2	2		6			1	1		
Confl. Bikes (#/hr)			10			1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	2%	1%	2%	1%	2%	0%	1%	2%	0%
Adj. Flow (vph)	126	1635	218	195	1056	111	202	323	228	175	201	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	1635	218	195	1167	0	202	323	228	0	429	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	72.2	60.9	60.9	84.6	67.7		33.2	33.2	51.2		23.9	
Actuated g/C Ratio	0.45	0.38	0.38	0.53	0.42		0.21	0.21	0.32		0.15	
v/c Ratio	0.51	0.84	0.32	0.80	0.55		0.28	0.83	0.41		0.84	
Control Delay	27.8	50.4	14.5	64.1	36.1		53.3	79.1	28.4		80.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	27.8	50.4	14.5	64.1	36.1		53.3	79.1	28.4		80.7	
LOS	C	D	B	E	D		D	E	C		F	
Approach Delay		45.0			40.1			56.9			80.7	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	67	591	55	150	339		91	325	124		231	
Queue Length 95th (ft)	107	658	126	#259	401		126	429	188		#362	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	347	1955	688	268	2140		845	454	575		510	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.36	0.84	0.32	0.73	0.55		0.24	0.71	0.40		0.84	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 69 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84

28: Merchants Concourse/Ellison Ave & Old Country Rd

05/23/2024

Intersection Signal Delay: 48.9

Intersection LOS: D

Intersection Capacity Utilization 89.9%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	1607	143	625	947	47	165	475	1319	155	501	207
Future Volume (vph)	163	1607	143	625	947	47	165	475	1319	155	501	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00			1.00	0.99	0.98	1.00		0.98
Frt		0.988			0.993			0.913	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5063	0	3400	3514	0	1787	3032	1427	1787	3471	1568
Flt Permitted	0.950			0.950			0.321			0.106		
Satd. Flow (perm)	1805	5063	0	3398	3514	0	602	3032	1404	199	3471	1537
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			240	70			
Link Speed (mph)		40			40			40				30
Link Distance (ft)		671			516			310				394
Travel Time (s)		11.4			8.8			5.3				9.0
Confl. Peds. (#/hr)			2	2			7		5	5		7
Confl. Bikes (#/hr)			3						1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	2%	3%	2%	2%	1%	3%	3%	1%	4%	3%
Adj. Flow (vph)	166	1640	146	638	966	48	168	485	1346	158	511	211
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	166	1786	0	638	1014	0	168	1158	673	158	511	211
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		2			2						0	
Act Effct Green (s)	17.1	43.0		23.0	48.9		49.5	37.3	60.3	50.5	37.8	54.9
Actuated g/C Ratio	0.12	0.31		0.16	0.35		0.35	0.27	0.43	0.36	0.27	0.39
v/c Ratio	0.75	1.15		1.14	0.82		0.53	1.18	1.04	0.73	0.55	0.35
Control Delay	79.9	118.3		135.3	48.7		34.7	126.7	78.4	52.0	46.7	27.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.9	118.3		135.3	48.7		34.7	126.7	78.4	52.0	46.7	27.6
LOS	E	F		F	D		C	F	E	D	D	C
Approach Delay		115.0			82.2			102.7			43.1	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	148	~698		~349	442		101	~612	~670	94	213	125
Queue Length 95th (ft)	220	#794		#472	#607		156	#760	#712	#181	275	177
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	296	1555		558	1230		338	982	647	232	937	672
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.56	1.15		1.14	0.82		0.50	1.18	1.04	0.68	0.55	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.18

Intersection Signal Delay: 93.1
 Intersection Capacity Utilization 112.8%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

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













Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

↙ Ø1 29 s	→ Ø2 (R) 49 s	↘ Ø3 20 s	↓ Ø4 42 s
↘ Ø5 29 s	← Ø6 (R) 49 s	↙ Ø7 20 s	↑ Ø8 42 s

Lanes, Volumes, Timings
30: Merrick Ave & Stewart Ave/Park Blvd

FB B Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	733	774	334	27	269	191	145	765	32	229	881	416
Future Volume (vph)	733	774	334	27	269	191	145	765	32	229	881	416
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt			0.850		0.938			0.994			0.993	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3610	1583	1805	3328	0	1719	3453	0	1745	3363	1366
Flt Permitted	0.950			0.950			0.106			0.097		
Satd. Flow (perm)	3400	3610	1583	1805	3328	0	192	3453	0	178	3363	1366
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			299									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)									4	4		
Confl. Bikes (#/hr)									7			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	0%	2%	0%	3%	0%	5%	4%	0%	0%	2%	4%
Adj. Flow (vph)	824	870	375	30	302	215	163	860	36	257	990	467
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	824	870	375	30	517	0	163	896	0	257	1037	420
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+pt		NA	pm+pt		NA	pm+ov
Protected Phases	7	4	5	3	8	5		2	1		6	7
Permitted Phases	4			2			6			6		
Detector Phase	7	4	5	3	8	5		2	1		6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0	3.0		15.0	3.0		15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0	8.0		21.0	8.0		21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0	20.0		46.0	20.0		46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%	14.5%		33.3%	14.5%		33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0	15.0		40.0	15.0		40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0		4.0	3.0		4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0		6.0	5.0		6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead		Lag	Lead		Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0	2.0		4.0	2.0		4.0	3.0
Recall Mode	None	None	None	None	None	None		Min	None		Min	None
Walk Time (s)	6.0											
Flash Dont Walk (s)	16.0											
Pedestrian Calls (#/hr)	0											
Act Effct Green (s)	26.1	48.6	66.5	6.6	24.9	50.7		37.9	56.6		41.1	73.2
Actuated g/C Ratio	0.21	0.39	0.53	0.05	0.20	0.40		0.30	0.45		0.33	0.58
v/c Ratio	1.17	0.62	0.38	0.32	0.79	0.74		0.86	0.96		0.95	0.53
Control Delay	135.5	35.0	5.2	68.2	57.5	46.4		51.8	81.4		59.1	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	135.5	35.0	5.2	68.2	57.5	46.4		51.8	81.4		59.1	20.5
LOS	F	D	A	E	E	D		D	F		E	C
Approach Delay	69.6											
Approach LOS	E											
Queue Length 50th (ft)	~424	324	33	24	216	77		362	160		452	217
Queue Length 95th (ft)	#589	404	89	59	276	160		#482	#367		#674	381
Internal Link Dist (ft)	743											
Turn Bay Length (ft)	470		450	110		495		255		150		
Base Capacity (vph)	704	1392	1008	302	928	264		1100	267		1096	793
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	1.17	0.63	0.37	0.10	0.56	0.62		0.81	0.96		0.95	0.53

Intersection Summary

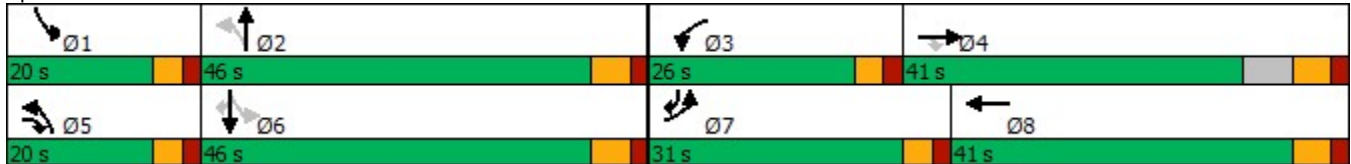
Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 126
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.17

Intersection Signal Delay: 59.5
 Intersection Capacity Utilization 89.6%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service E

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

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd















Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	551	1478	67	40	480	169	90	227	178	586	208	822
Future Volume (vph)	551	1478	67	40	480	169	90	227	178	586	208	822
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor		1.00		1.00			1.00		0.99	1.00	1.00	0.99
Frt		0.993			0.961				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.972	
Satd. Flow (prot)	1787	6411	0	1805	4761	0	1752	1881	1599	1626	3314	2787
Flt Permitted	0.227			0.105			0.950			0.950	0.972	
Satd. Flow (perm)	427	6411	0	199	4761	0	1750	1881	1578	1625	3312	2746
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			62				70			554
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)			1	1			2		1	1		2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	5%	0%	6%	1%	3%	1%	1%	1%	2%	2%
Adj. Flow (vph)	599	1607	73	43	522	184	98	247	193	637	226	893
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	599	1680	0	43	706	0	98	247	193	318	545	893
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB B Weekday PM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		1			0		0	0		0	0	
Act Effct Green (s)	66.1	51.7		46.4	38.0		24.0	24.0	32.4	31.9	31.9	54.0
Actuated g/C Ratio	0.47	0.37		0.33	0.27		0.17	0.17	0.23	0.23	0.23	0.39
v/c Ratio	1.44	0.71		0.27	0.53		0.33	0.76	0.46	0.86	0.72	0.64
Control Delay	238.2	40.8		27.3	41.0		52.6	70.6	17.7	74.1	56.2	13.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	238.2	40.8		27.3	41.0		52.6	70.6	17.7	74.1	56.2	13.5
LOS	F	D		C	D		D	E	B	E	E	B
Approach Delay		92.7			40.2			48.3				37.7
Approach LOS		F			D			D				D
Queue Length 50th (ft)	~664	396		22	183		79	216	49	296	245	127
Queue Length 95th (ft)	#902	456		46	227		130	300	85	#509	330	216
Internal Link Dist (ft)		1378			766			621				562
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	415	2370		286	1337		375	403	525	376	767	1405
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.44	0.71		0.15	0.53		0.26	0.61	0.37	0.85	0.71	0.64

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 62.7

Intersection LOS: E

Intersection Capacity Utilization 113.1% ICU Level of Service H
 Analysis Period (min) 15

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

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave













↖ Ø1 24 s	→ Ø2 (R) 44 s	↖↗ Ø3 36 s	↖↗ Ø4 36 s
↙ Ø5 24 s	← Ø6 (R) 44 s		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	90	1255	232	394	939	242	3	276	519	455	8	214
Future Volume (vph)	90	1255	232	394	939	242	3	276	519	455	8	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		0.99		1.00
Frt		0.977			0.969					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	4990	0	3367	4924	0	0	1720	3574	2760	0	1771
Flt Permitted	0.950			0.950				0.262				0.243
Satd. Flow (perm)	1804	4990	0	3364	4924	0	0	474	3574	2720	0	453
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		26			45					169		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	1		2	2		1		1		2		2
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	3%	4%	2%	1%	0%	5%	1%	3%	0%	2%
Adj. Flow (vph)	96	1335	247	419	999	257	3	294	552	484	9	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	1582	0	419	1256	0	0	297	552	484	0	237
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		pm+pt	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6		3	3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		3	3	8	1	7	7

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	455	99
Future Volume (vph)	455	99
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1615
Flt Permitted		
Satd. Flow (perm)	3505	1594
Right Turn on Red		Yes
Satd. Flow (RTOR)		71
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	484	105
Shared Lane Traffic (%)		
Lane Group Flow (vph)	484	105
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5

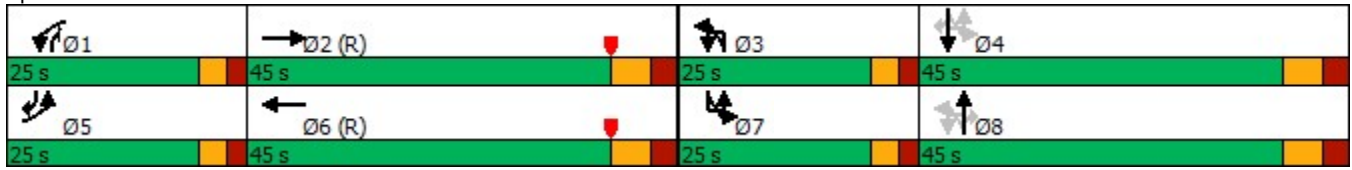
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	32.0		5.0	32.0		5.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		10.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		25.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		17.9%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		20.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									30.0			
Pedestrian Calls (#/hr)									1			
Act Effct Green (s)	12.8	46.3		22.4	56.0			51.0	29.4	53.9		47.6
Actuated g/C Ratio	0.09	0.33		0.16	0.40			0.36	0.21	0.38		0.34
v/c Ratio	0.59	0.95		0.78	0.63			0.86	0.74	0.42		0.74
Control Delay	74.7	57.9		66.7	35.9			55.2	57.5	18.1		43.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	74.7	57.9		66.7	35.9			55.2	57.5	18.1		43.8
LOS	E	E		E	D			E	E	B		D
Approach Delay		58.9			43.6				42.7			
Approach LOS		E			D				D			
Queue Length 50th (ft)	85	519		188	323			198	251	106		151
Queue Length 95th (ft)	142	#713		#271	443			#265	293	145		196
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	257	1667		549	1995			351	970	1164		349
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.37	0.95		0.76	0.63			0.85	0.57	0.42		0.68

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 48.6
 Intersection Capacity Utilization 88.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

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



















Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave
















	↓	↙
Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	27.7	42.5
Actuated g/C Ratio	0.20	0.30
v/c Ratio	0.70	0.20
Control Delay	57.2	11.2
Queue Delay	0.0	0.0
Total Delay	57.2	11.2
LOS	E	B
Approach Delay	47.5	
Approach LOS	D	
Queue Length 50th (ft)	218	21
Queue Length 95th (ft)	257	54
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	951	614
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.51	0.17
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB B Weekday PM peak hour
05/23/2024

													
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	
Lane Configurations													
Traffic Volume (vph)	2	243	1623	18	1	458	1236	92	27	487	315	69	
Future Volume (vph)	2	243	1623	18	1	458	1236	92	27	487	315	69	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		135		0		300		0	0		0	0	
Storage Lanes		1		0		1		0	0		0	0	
Taper Length (ft)		40				40			0			0	
Lane Util. Factor	0.91	1.00	0.91	0.91	0.95	0.97	0.95	0.95	0.95	0.95	0.95	0.95	
Ped Bike Factor		1.00	1.00			1.00	1.00			0.99			
Frt			0.998				0.990			0.943			
Flt Protected		0.950				0.950				0.998			
Satd. Flow (prot)	0	1805	5122	0	0	3467	3523	0	0	3267	0	0	
Flt Permitted		0.950				0.950				0.655			
Satd. Flow (perm)	0	1804	5122	0	0	3464	3523	0	0	2144	0	0	
Right Turn on Red				No				No			No		
Satd. Flow (RTOR)													
Link Speed (mph)			30				30			20			
Link Distance (ft)			529				566			958			
Travel Time (s)			12.0				12.9			32.7			
Confl. Peds. (#/hr)		1		2		2		1	2		2	2	
Confl. Bikes (#/hr)											3		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	
Heavy Vehicles (%)	0%	0%	1%	6%	0%	1%	1%	6%	0%	5%	1%	5%	
Adj. Flow (vph)	2	245	1639	18	1	463	1248	93	27	492	318	70	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	247	1657	0	0	464	1341	0	0	837	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	
Median Width(ft)			80				40			0			
Link Offset(ft)			0				0			0			
Crosswalk Width(ft)			52				16			28			
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	9	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	2		1	1	2		1	2		1	
Detector Template	Left		Thru		Left		Thru		Left	Thru		Left	
Leading Detector (ft)	20	56	100		20	30	100		20	100		20	
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0	
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0	
Detector 1 Size(ft)	20	30	6		20	30	6		20	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Detector 2 Position(ft)		36	94				94			94			
Detector 2 Size(ft)		20	6				6			6			
Detector 2 Type		Cl+Ex	Cl+Ex				Cl+Ex			Cl+Ex			
Detector 2 Channel													

	↓	↙	
Lane Group	SBT	SBR	Ø3
Lane Configurations			
Traffic Volume (vph)	631	193	
Future Volume (vph)	631	193	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		0	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	1.00		
Frt	0.968		
Flt Protected	0.996		
Satd. Flow (prot)	3339	0	
Flt Permitted	0.594		
Satd. Flow (perm)	1991	0	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	20		
Link Distance (ft)	393		
Travel Time (s)	13.4		
Confl. Peds. (#/hr)		2	
Confl. Bikes (#/hr)			
Peak Hour Factor	0.99	0.99	
Heavy Vehicles (%)	5%	0%	
Adj. Flow (vph)	637	195	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	902	0	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	0		
Link Offset(ft)	0		
Crosswalk Width(ft)	36		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2		
Detector Template	Thru		
Leading Detector (ft)	100		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	6		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)	94		
Detector 2 Size(ft)	6		
Detector 2 Type	Cl+Ex		
Detector 2 Channel			

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases									4			4
Detector Phase	5	5	2		1	1	6		4	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	16.0		10.0	10.0	16.0		16.0	16.0		16.0
Minimum Split (s)	10.0	10.0	22.0		18.0	18.0	22.0		29.9	29.9		29.9
Total Split (s)	27.0	27.0	56.0		30.0	30.0	56.0		60.0	60.0		60.0
Total Split (%)	15.3%	15.3%	31.8%		17.0%	17.0%	31.8%		34.1%	34.1%		34.1%
Maximum Green (s)	22.0	22.0	50.0		22.0	22.0	50.0		46.1	46.1		46.1
Yellow Time (s)	3.0	3.0	4.0		3.0	3.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		5.0	5.0	2.0		9.9	9.9		9.9
Lost Time Adjust (s)		0.0	0.0				0.0			0.0		
Total Lost Time (s)		5.0	6.0				8.0			13.9		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	5.0		2.0	2.0	5.0		4.0	4.0		4.0
Recall Mode	None	None	None		None	None	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.1	50.3			22.1	53.4			46.4		
Actuated g/C Ratio		0.14	0.33			0.14	0.35			0.30		
v/c Ratio		0.95	0.98			0.92	1.09			1.29		
Control Delay		107.0	67.8			88.6	99.4			182.0		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		107.0	67.8			88.6	99.4			182.0		
LOS		F	E			F	F			F		
Approach Delay			72.9				96.6			182.0		
Approach LOS			E				F			F		
Queue Length 50th (ft)		235	560			226	~728			~517		
Queue Length 95th (ft)		#525	#931			#436	#1187			#855		
Internal Link Dist (ft)			449				486			878		
Turn Bay Length (ft)		135				300						
Base Capacity (vph)		261	1689			503	1231			651		
Starvation Cap Reductn		0	0			0	0			0		
Spillback Cap Reductn		0	0			0	0			0		
Storage Cap Reductn		0	0			0	0			0		
Reduced v/c Ratio		0.95	0.98			0.92	1.09			1.29		

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 152.6
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.49
 Intersection Signal Delay: 129.6
 Intersection LOS: F

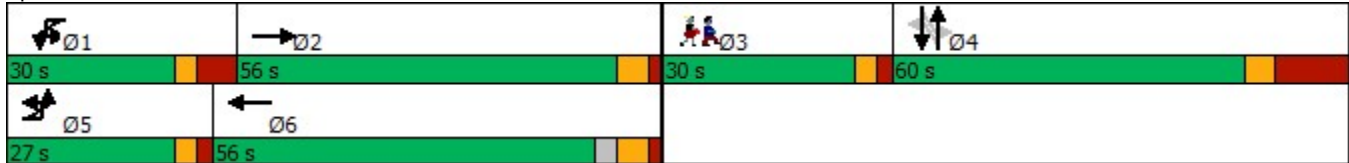
Lane Group	SBT	SBR	Ø3
Detector 2 Extend (s)	0.0		
Turn Type	NA		
Protected Phases	4		3
Permitted Phases			
Detector Phase	4		
Switch Phase			
Minimum Initial (s)	16.0		1.0
Minimum Split (s)	29.9		33.0
Total Split (s)	60.0		30.0
Total Split (%)	34.1%		17%
Maximum Green (s)	46.1		25.0
Yellow Time (s)	4.0		3.0
All-Red Time (s)	9.9		2.0
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	13.9		
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Vehicle Extension (s)	4.0		1.0
Recall Mode	None		None
Walk Time (s)			10.0
Flash Dont Walk (s)			18.0
Pedestrian Calls (#/hr)			3
Act Effct Green (s)	46.4		
Actuated g/C Ratio	0.30		
v/c Ratio	1.49		
Control Delay	266.8		
Queue Delay	0.0		
Total Delay	266.8		
LOS	F		
Approach Delay	266.8		
Approach LOS	F		
Queue Length 50th (ft)	~610		
Queue Length 95th (ft)	#966		
Internal Link Dist (ft)	313		
Turn Bay Length (ft)			
Base Capacity (vph)	605		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	1.49		







Intersection Summary

Intersection Capacity Utilization 133.1% ICU Level of Service H
 Analysis Period (min) 15

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	470	200	457	325	243	630
Future Volume (vph)	470	200	457	325	243	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor		0.99	1.00		1.00	
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1333	3367	1629	3433	2760
Flt Permitted			0.429		0.950	
Satd. Flow (perm)	3539	1316	1520	1629	3421	2760
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		188				708
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Confl. Peds. (#/hr)		1	1		2	
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	9%	4%	5%	2%	3%
Parking (#/hr)		0		0		
Adj. Flow (vph)	528	225	513	365	273	708
Shared Lane Traffic (%)						
Lane Group Flow (vph)	528	225	513	365	273	708
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

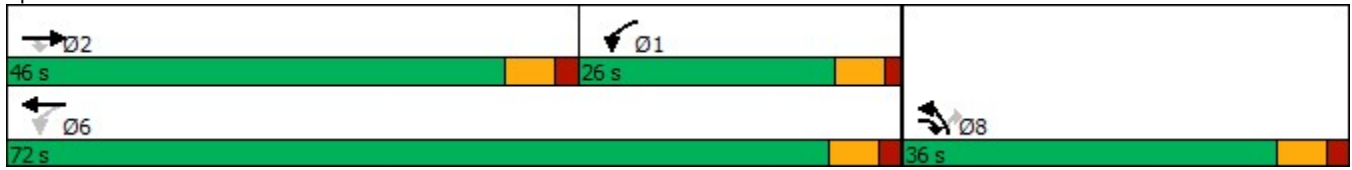
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	9.5	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	15.7	31.8	27.9	27.4	16.2	16.2
Actuated g/C Ratio	0.28	0.57	0.50	0.49	0.29	0.29
v/c Ratio	0.53	0.27	0.53	0.46	0.27	0.54
Control Delay	19.8	1.7	14.2	12.4	16.4	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	1.7	14.2	12.4	16.4	3.3
LOS	B	A	B	B	B	A
Approach Delay	14.4			13.4	7.0	
Approach LOS	B			B	A	
Queue Length 50th (ft)	74	3	46	71	33	0
Queue Length 95th (ft)	140	18	91	160	69	35
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	2598	970	1861	1606	1890	1837
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.23	0.28	0.23	0.14	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 55.8
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 11.3
 Intersection Capacity Utilization 48.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	778	53	326	6	56	54	3	143	424	3	3	32
Future Volume (vph)	778	53	326	6	56	54	3	143	424	3	3	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor			0.99	1.00				1.00				
Frt			0.850		0.926				0.999			
Flt Protected	0.950	0.958		0.950				0.950				0.950
Satd. Flow (prot)	1579	3171	1599	1543	2943	0	0	1753	5182	0	0	1612
Flt Permitted	0.415	0.696		0.506				0.289				0.478
Satd. Flow (perm)	690	2304	1575	821	2943	0	0	533	5182	0	0	811
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			351		58				1			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)			2	2				1				
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	8%	1%	17%	19%	8%	0%	3%	0%	0%	0%	13%
Adj. Flow (vph)	837	57	351	6	60	58	3	154	456	3	3	34
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	418	476	351	6	118	0	0	157	459	0	0	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	487	563
Future Volume (vph)	487	563
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1553
Flt Permitted		
Satd. Flow (perm)	3505	1532
Right Turn on Red		Yes
Satd. Flow (RTOR)		605
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	3%	4%
Adj. Flow (vph)	524	605
Shared Lane Traffic (%)		
Lane Group Flow (vph)	524	605
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	11.0	16.0	16.0	12.0	12.0		10.0	10.0	16.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	33.3	32.3	32.3	7.8	7.8			32.9	26.1			25.2
Actuated g/C Ratio	0.43	0.42	0.42	0.10	0.10			0.43	0.34			0.33
v/c Ratio	0.80	0.41	0.41	0.07	0.34			0.43	0.26			0.11
Control Delay	32.3	17.4	3.6	36.3	22.4			17.3	20.1			13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	32.3	17.4	3.6	36.3	22.4			17.3	20.1			13.9
LOS	C	B	A	D	C			B	C			B
Approach Delay		18.5			23.0				19.4			
Approach LOS		B			C				B			
Queue Length 50th (ft)	164	82	0	3	14			44	62			10
Queue Length 95th (ft)	#345	145	52	15	42			84	94			27
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	533	1727	1158	270	1009			473	2734			507
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.78	0.28	0.30	0.02	0.12			0.33	0.17			0.07

Intersection Summary

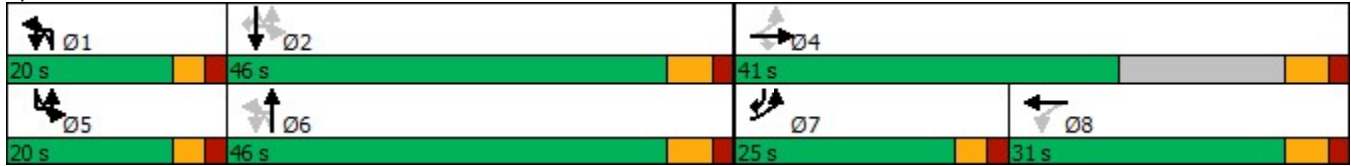
Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 76.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 17.7
 Intersection Capacity Utilization 66.5%
 Intersection LOS: B
 ICU Level of Service C





















	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	6.0
Minimum Split (s)	16.0	11.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	18.6	39.0
Actuated g/C Ratio	0.24	0.51
v/c Ratio	0.62	0.56
Control Delay	29.9	3.1
Queue Delay	0.0	0.0
Total Delay	29.9	3.1
LOS	C	A
Approach Delay	15.5	
Approach LOS	B	
Queue Length 50th (ft)	117	0
Queue Length 95th (ft)	181	43
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	1849	1090
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.28	0.56
Intersection Summary		

Analysis Period (min) 15

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

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



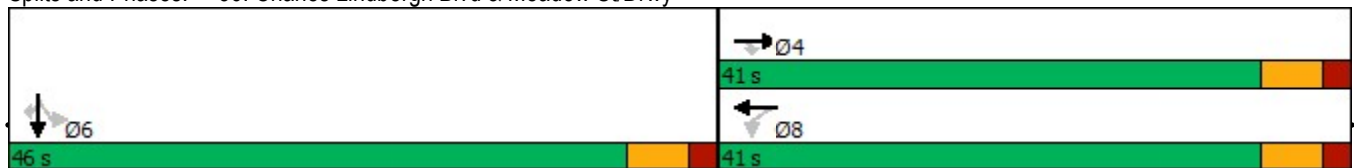
													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	13	280	52	119	0	0	0	0	9	1031	554	
Future Volume (vph)	0	13	280	52	119	0	0	0	0	9	1031	554	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	
Ped Bike Factor			0.98	1.00						0.99		0.98	
Frt			0.850									0.850	
Flt Protected				0.950						0.950			
Satd. Flow (prot)	0	1333	1531	1925	1792	0	0	0	0	1381	5085	1478	
Flt Permitted				0.748						0.950			
Satd. Flow (perm)	0	1333	1505	1509	1792	0	0	0	0	1370	5085	1453	
Right Turn on Red			Yes			No			Yes			Yes	
Satd. Flow (RTOR)			38									652	
Link Speed (mph)		30			30			45			45		
Link Distance (ft)		945			217			310			564		
Travel Time (s)		21.5			4.9			4.7			8.5		
Confl. Peds. (#/hr)	4		4	4		4	4		4	4		4	
Confl. Bikes (#/hr)						1							
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Heavy Vehicles (%)	0%	33%	2%	0%	6%	0%	0%	0%	0%	22%	2%	2%	
Adj. Flow (vph)	0	15	329	61	140	0	0	0	0	11	1213	652	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	15	329	61	140	0	0	0	0	11	1213	652	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		0			14			10			10		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane													
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors		1	1	1	1					1	1	1	
Detector Template			Right	Left									
Leading Detector (ft)		30	30	20	20					100	100	100	
Trailing Detector (ft)		0	0	0	0					94	94	94	
Detector 1 Position(ft)		0	0	0	0					94	94	94	
Detector 1 Size(ft)		30	30	20	20					6	6	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm	
Protected Phases		4			8						6		
Permitted Phases			4	8						6		6	
Detector Phase		4	4	8	8					6	6	6	
Switch Phase													
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0	







Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	1	1					1	1	1
Act Effct Green (s)		19.0	19.0	19.0	19.0					39.4	39.4	39.4
Actuated g/C Ratio		0.27	0.27	0.27	0.27					0.56	0.56	0.56
v/c Ratio		0.04	0.76	0.15	0.29					0.01	0.43	0.59
Control Delay		18.2	32.7	19.8	21.6					9.3	10.5	3.6
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		18.2	32.7	19.8	21.6					9.3	10.5	3.6
LOS		B	C	B	C					A	B	A
Approach Delay		32.0			21.1						8.1	
Approach LOS		C			C						A	
Queue Length 50th (ft)		5	117	20	49					2	101	0
Queue Length 95th (ft)		16	185	44	84					10	164	38
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		668	773	756	898					784	2912	1110
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.02	0.43	0.08	0.16					0.01	0.42	0.59

Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 70.6
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 12.6
 Intersection Capacity Utilization 60.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy

















						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	0	1879	0	0	198	0
Future Volume (vph)	0	1879	0	0	198	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	1.00
Fr t						
Flt Protected					0.950	
Satd. Flow (prot)	0	3574	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3574	0	0	3433	0
Link Speed (mph)		45	30		30	
Link Distance (ft)		600	253		249	
Travel Time (s)		9.1	5.8		5.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	1%	2%	2%	2%	2%
Adj. Flow (vph)	0	2264	0	0	239	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2264	0	0	239	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	R NA	Left	Right	L NA	Right
Median Width(ft)		12	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary















Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 77.1% ICU Level of Service D
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  			  
Traffic Volume (vph)	0	0	914	0	0	1198
Future Volume (vph)	0	0	914	0	0	1198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	11	11
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	5036	1710	0	4964
Flt Permitted						
Satd. Flow (perm)	0	1900	5036	1710	0	4964
Link Speed (mph)	30		35			35
Link Distance (ft)	226		393			581
Travel Time (s)	5.1		7.7			11.3
Confl. Peds. (#/hr)	3					
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	3%	0%	0%	1%
Adj. Flow (vph)	0	0	1075	0	0	1409
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1075	0	0	1409
Enter Blocked Intersection	No	Yes	Yes	Yes	No	Yes
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		25			25
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.14	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 26.5% ICU Level of Service A
 Analysis Period (min) 15

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations			  			  		
Traffic Volume (veh/h)	0	0	914	0	0	1198		
Future Volume (Veh/h)	0	0	914	0	0	1198		
Sign Control	Yield		Free			Free		
Grade	0%		0%			0%		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85		
Hourly flow rate (vph)	0	0	1075	0	0	1409		
Pedestrians			3					
Lane Width (ft)			11.2					
Walking Speed (ft/s)			3.5					
Percent Blockage			0					
Right turn flare (veh)								
Median type			Raised			Raised		
Median storage veh			1			1		
Upstream signal (ft)			393			581		
pX, platoon unblocked	0.94	0.91			0.91			
vC, conflicting volume	1548	358			1075			
vC1, stage 1 conf vol	1075							
vC2, stage 2 conf vol	473							
vCu, unblocked vol	897	0			742			
tC, single (s)	6.8	6.9			4.1			
tC, 2 stage (s)	5.8							
tF (s)	3.5	3.3			2.2			
p0 queue free %	100	100			100			
cM capacity (veh/h)	339	994			797			
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	0	358	358	358	0	470	470	470
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.21	0.21	0.21	0.00	0.28	0.28	0.28
Queue Length 95th (ft)	0	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s)	0.0	0.0				0.0		
Approach LOS	A							
Intersection Summary								
Average Delay			0.0					
Intersection Capacity Utilization			26.5%		ICU Level of Service			A
Analysis Period (min)			15					

Lanes, Volumes, Timings
 40: Hempstead Tpke & Meadowbrook Pkwy SB Off Ramp

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑↑	↑		↑↑↑					↑
Traffic Volume (vph)	0	1746	999	0	1580	0	0	0	0	876
Future Volume (vph)	0	1746	999	0	1580	0	0	0	0	876
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		140	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	0			0			0		0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	4916	1561	0	5085	0	0	0	0	1644
Flt Permitted										
Satd. Flow (perm)	0	4916	1561	0	5085	0	0	0	0	1644
Link Speed (mph)		50			50		30		30	
Link Distance (ft)		294			391		419		491	
Travel Time (s)		4.0			5.3		9.5		11.2	
Confl. Peds. (#/hr)	1					1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1898	1086	0	1717	0	0	0	0	952
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1898	1086	0	1717	0	0	0	0	952
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	R NA
Median Width(ft)		25			25		0		0	
Link Offset(ft)		0			0		0		11	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		50	15		9	15	9	15	50
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 91.4%
 Analysis Period (min) 15
 ICU Level of Service F

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (vph)	0	1340	0	0	1614	0	0	0	488	0	0	602
Future Volume (vph)	0	1340	0	0	1614	0	0	0	488	0	0	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		140
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt Protected									0.865			0.865
Satd. Flow (prot)	0	5136	0	0	5136	0	0	0	1863	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	5136	0	0	5136	0	0	0	1863	0	0	1644
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		204			435			301			361	
Travel Time (s)		2.8			5.9			6.8			8.2	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1506	0	0	1813	0	0	0	548	0	0	676
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1506	0	0	1813	0	0	0	548	0	0	676
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Left	R NA	Left	Left	R NA
Median Width(ft)		6			6			0			0	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 75.2%
 Analysis Period (min) 15
 ICU Level of Service D







HCM Unsignalized Intersection Capacity Analysis

FB B Weekday PM peak hour

41: Meadowbrook Pkwy NB Off Ramp/Meadowbrook Pkwy NB Off Ramp & Hempstead Tpke

05/23/2024







Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (veh/h)	0	1340	0	0	1614	0	0	0	488	0	0	602
Future Volume (Veh/h)	0	1340	0	0	1614	0	0	0	488	0	0	602
Sign Control		Free			Free			Stop			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	1506	0	0	1813	0	0	0	548	0	0	676
Pedestrians		1										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					654							
pX, platoon unblocked	0.77						0.77	0.77		0.77	0.77	0.77
vC, conflicting volume	1813			1506			2787	3319	502	2863	3319	605
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	990			1506			2262	2957	502	2361	2957	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	19
cM capacity (veh/h)	541			450			3	11	520	0	11	834
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NE 1	SW 1				
Volume Total	502	502	502	604	604	604	548	676				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	0	0	0	0	548	676				
cSH	1700	1700	1700	1700	1700	1700	520	834				
Volume to Capacity	0.30	0.30	0.30	0.36	0.36	0.36	1.05	0.81				
Queue Length 95th (ft)	0	0	0	0	0	0	405	221				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	82.6	24.9				
Lane LOS							F	C				
Approach Delay (s)	0.0			0.0			82.6	24.9				
Approach LOS							F	C				
Intersection Summary												
Average Delay			13.7									
Intersection Capacity Utilization			75.2%		ICU Level of Service				D			
Analysis Period (min)			15									

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	1746	0	0	1580	0	252
Future Volume (vph)	1746	0	0	1580	0	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	16
Storage Length (ft)		0	0		0	140
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	4964	0	0	4916	0	1863
Flt Permitted						
Satd. Flow (perm)	4964	0	0	4916	0	1863
Link Speed (mph)	50			50	30	
Link Distance (ft)	391			133	260	
Travel Time (s)	5.3			1.8	5.9	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	0%	0%	2%	0%	0%
Adj. Flow (vph)	1962	0	0	1775	0	283
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1962	0	0	1775	0	283
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	11	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 91.4% ICU Level of Service F
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.









						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		
Traffic Volume (vph)	1340	658	0	2216	0	0
Future Volume (vph)	1340	658	0	2216	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	0.86	1.00	1.00
Flt	0.951					
Flt Protected						
Satd. Flow (prot)	4705	0	0	6471	0	0
Flt Permitted						
Satd. Flow (perm)	4705	0	0	6471	0	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	225			204	220	
Travel Time (s)	3.1			2.8	5.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	1%	2%	2%
Adj. Flow (vph)	1367	671	0	2261	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2038	0	0	2261	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	6			6	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 43.9% ICU Level of Service A
 Analysis Period (min) 15










HCM Unsignalized Intersection Capacity Analysis
 43: Meadowbrook Pkwy NB On Ramp & Hempstead Tpke










FB B Weekday PM peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Traffic Volume (veh/h)	1340	658	0	2216	0	0	
Future Volume (Veh/h)	1340	658	0	2216	0	0	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	
Hourly flow rate (vph)	1367	671	0	2261	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)					858		
pX, platoon unblocked							
vC, conflicting volume			2038			2268	791
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			2038			2268	791
tC, single (s)			4.1			6.8	6.9
tC, 2 stage (s)							
tF (s)			2.2			3.5	3.3
p0 queue free %			100			100	100
cM capacity (veh/h)			281			34	332
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	547	547	944	565	565	565	565
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	671	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.32	0.32	0.56	0.33	0.33	0.33	0.33
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							
Approach Delay (s)	0.0		0.0				
Approach LOS							
Intersection Summary							
Average Delay			0.0				
Intersection Capacity Utilization			43.9%		ICU Level of Service		A
Analysis Period (min)			15				

Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

FB B Weekday PM peak hour
 05/23/2024

									
Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Lane Configurations	↑↑↑	↔		↔	↑↑↑		↔		↔
Traffic Volume (vph)	1886	97	62	436	1983	3	348	8	1
Future Volume (vph)	1886	97	62	436	1983	3	348	8	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	11	12
Storage Length (ft)		55		150		0	205		0
Storage Lanes		1		2		0	1		1
Taper Length (ft)				85					
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.91	0.88	1.00	1.00
Ped Bike Factor		0.96		1.00	1.00				0.98
Frt		0.850					0.850		0.865
Flt Protected				0.950					
Satd. Flow (prot)	4964	1561	0	3120	4964	0	2695	0	1644
Flt Permitted				0.950					
Satd. Flow (perm)	4964	1500	0	3117	4964	0	2695	0	1613
Right Turn on Red			No			Yes		No	Yes
Satd. Flow (RTOR)									26
Link Speed (mph)	40				40				
Link Distance (ft)	625				576				
Travel Time (s)	10.7				9.8				
Confl. Peds. (#/hr)		8		8		5			5
Confl. Bikes (#/hr)		2				2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%	2%	0%	0%
Adj. Flow (vph)	2028	104	67	469	2132	3	374	9	1
Shared Lane Traffic (%)									
Lane Group Flow (vph)	2028	171	0	469	2135	0	383	0	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	Right	R NA
Median Width(ft)	18				18				
Link Offset(ft)	0				0				
Crosswalk Width(ft)	16				16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9	9
Number of Detectors	0	0		2	0		2		0
Detector Template									
Leading Detector (ft)	0	0		50	0		50		0
Trailing Detector (ft)	0	0		0	0		0		0
Detector 1 Position(ft)	0	0		0	0		0		0
Detector 1 Size(ft)	0	0		20	0		20		0
Detector 1 Type				Cl+Ex			Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)				30			30		
Detector 2 Size(ft)				20			20		
Detector 2 Type				Cl+Ex			Cl+Ex		

									
Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Detector 2 Channel									
Detector 2 Extend (s)				0.0			0.0		
Turn Type	NA	Perm		Prot	NA		Over		Perm
Protected Phases	2			4	6		4		
Permitted Phases		2							4
Detector Phase	2	2		4	6		4		4
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	22.5		17.6		17.6
Total Split (s)	120.0	120.0		50.0	120.0		50.0		50.0
Total Split (%)	70.6%	70.6%		29.4%	70.6%		29.4%		29.4%
Maximum Green (s)	113.0	113.0		42.4	113.0		42.4		42.4
Yellow Time (s)	4.0	4.0		3.5	4.0		3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0		4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0		7.6		7.6
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		3.0	0.2		3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max		None		None
Walk Time (s)	7.0	7.0		7.0			7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0			31.0		31.0
Pedestrian Calls (#/hr)	3	3		0			0		0
Act Effct Green (s)	123.4	123.4		32.0	123.4		32.0		32.0
Actuated g/C Ratio	0.73	0.73		0.19	0.73		0.19		0.19
v/c Ratio	0.56	0.16		0.80	0.59		0.76		0.00
Control Delay	12.1	8.3		69.0	8.6		74.7		0.0
Queue Delay	0.4	0.0		0.0	0.8		0.0		0.0
Total Delay	12.4	8.3		69.0	9.4		74.7		0.0
LOS	B	A		E	A		E		A
Approach Delay	12.1				20.1				
Approach LOS	B				C				
Queue Length 50th (ft)	351	54		283	296		232		0
Queue Length 95th (ft)	462	98		m288	m351		284		0
Internal Link Dist (ft)	545				496				
Turn Bay Length (ft)		55		150			205		
Base Capacity (vph)	3603	1088		778	3603		672		421
Starvation Cap Reductn	0	0		0	1034		0		0
Spillback Cap Reductn	847	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0		0
Reduced v/c Ratio	0.74	0.16		0.60	0.83		0.57		0.00

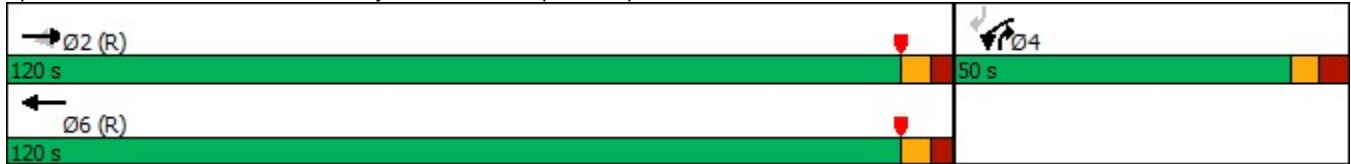
Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 168 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 20.8
 Intersection Capacity Utilization 62.5%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.



























Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke















Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  							
Traffic Volume (vph)	485	1760	18	32	1535	129	73	132	4	168	155	703
Future Volume (vph)	485	1760	18	32	1535	129	73	132	4	168	155	703
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99	1.00		0.99	0.98	0.96
Frt		0.998			0.988			0.996			0.903	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3090	4951	0	1745	4902	0	1745	1748	0	1728	1512	1454
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3088	4951	0	1737	4902	0	1722	1748	0	1718	1512	1400
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	2		22	22		2	18		5	5		18
Confl. Bikes (#/hr)			3			3			3			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	1%	0%	0%	1%	0%	0%	1%	0%	1%	1%	2%
Adj. Flow (vph)	500	1814	19	33	1582	133	75	136	4	173	160	725
Shared Lane Traffic (%)												41%
Lane Group Flow (vph)	500	1833	0	33	1715	0	75	140	0	173	457	428
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB B Weekday PM peak hour
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	38.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	40.0	81.0		23.0	64.0		26.0	26.0		40.0	40.0	40.0
Total Split (%)	23.5%	47.6%		13.5%	37.6%		15.3%	15.3%		23.5%	23.5%	23.5%
Maximum Green (s)	34.0	75.0		17.0	58.0		20.0	20.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		6			2		7	7		1	1	
Act Effct Green (s)	30.9	79.6		14.6	61.1		16.9	16.9		37.1	37.1	68.0
Actuated g/C Ratio	0.18	0.47		0.09	0.36		0.10	0.10		0.22	0.22	0.40
v/c Ratio	0.89	0.79		0.22	0.97		0.43	0.80		0.46	1.39	0.75
Control Delay	73.6	38.0		63.5	61.0		79.0	106.1		63.4	238.3	50.1
Queue Delay	0.0	0.9		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	73.6	38.9		63.5	61.0		79.0	106.1		63.4	238.3	50.1
LOS	E	D		E	E		E	F		E	F	D
Approach Delay		46.3			61.0			96.7			133.5	
Approach LOS		D			E			F			F	
Queue Length 50th (ft)	285	689		34	~710		80	154		171	~721	395
Queue Length 95th (ft)	324	750		m73	#838		137	#237		259	#985	544
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	618	2318		174	1761		205	205		376	329	596
Starvation Cap Reductn	0	228		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.81	0.88		0.19	0.97		0.37	0.68		0.46	1.39	0.72

Intersection Summary

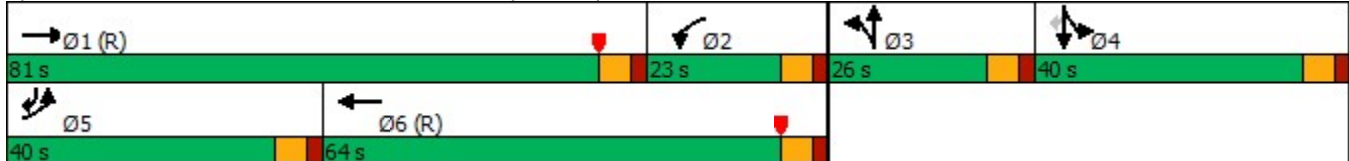
Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 147 (86%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.39
 Intersection Signal Delay: 70.4
 Intersection Capacity Utilization 97.4%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F


































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

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	 
Traffic Volume (vph)	296	1595	109	244	1439	116	208	434	214	276	532	274
Future Volume (vph)	296	1595	109	244	1439	116	208	434	214	276	532	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99					0.96
Frt		0.990			0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4910	0	3152	4902	0	3268	3455	1561	3268	3388	1425
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3233	4910	0	3146	4902	0	3231	3455	1561	3268	3388	1373
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	7		10	10		7	18					18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	3%	2%
Adj. Flow (vph)	315	1697	116	260	1531	123	221	462	228	294	566	291
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	1813	0	260	1654	0	221	462	228	294	566	291
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	45.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	33.0	61.0		33.0	61.0		33.0	43.0	33.0	33.0	43.0	33.0
Total Split (%)	19.4%	35.9%		19.4%	35.9%		19.4%	25.3%	19.4%	19.4%	25.3%	19.4%
Maximum Green (s)	26.0	53.0		26.0	53.0		26.0	35.0	26.0	26.0	35.0	26.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		6			0			3			2	
Act Effct Green (s)	20.9	73.2		18.4	70.7		16.7	27.4	46.8	21.0	31.7	53.6
Actuated g/C Ratio	0.12	0.43		0.11	0.42		0.10	0.16	0.28	0.12	0.19	0.32
v/c Ratio	0.79	0.86		0.76	0.81		0.69	0.83	0.53	0.73	0.90	0.66
Control Delay	87.1	49.2		88.2	48.4		84.7	81.9	34.6	82.4	85.1	37.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.1	49.2		88.2	48.4		84.7	81.9	34.6	82.4	85.1	37.8
LOS	F	D		F	D		F	F	C	F	F	D
Approach Delay		54.8			53.8			70.7			72.5	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	178	665		147	593		125	266	152	164	326	202
Queue Length 95th (ft)	227	#930		194	#835		165	316	175	215	394	225
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	495	2112		482	2038		499	711	499	499	697	482
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.86		0.54	0.81		0.44	0.65	0.46	0.59	0.81	0.60















Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 129 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90

Intersection Signal Delay: 60.2
 Intersection Capacity Utilization 93.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



							Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations	 		 	 		 	
Traffic Volume (vph)	438	23	830	626	0	411	
Future Volume (vph)	438	23	830	626	0	411	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor	1.00		1.00				
Frt	0.992					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3333	0	3236	3303	0	2733	
Flt Permitted			0.950				
Satd. Flow (perm)	3333	0	3233	3303	0	2733	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						80	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)		2	2		2		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	4%	0%	1%	2%	0%	4%	
Adj. Flow (vph)	456	24	865	652	0	428	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	480	0	865	652	0	428	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	1						1
Act Effct Green (s)	20.2		52.4	24.7		52.4	
Actuated g/C Ratio	0.24		0.62	0.29		0.62	
v/c Ratio	0.60		0.43	0.68		0.25	
Control Delay	34.2		8.9	30.4		5.9	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	34.2		8.9	30.4		5.9	
LOS	C		A	C		A	
Approach Delay	34.2			18.1	5.9		
Approach LOS	C			B	A		
Queue Length 50th (ft)	115		109	154		40	
Queue Length 95th (ft)	213		141	240		60	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	794		2329	1378		1990	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.60		0.37	0.47		0.22	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 84.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 19.2
 Intersection Capacity Utilization 50.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A













Splits and Phases: 47: Merrick Ave & Bellmore Ave



Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

FB B Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	316	20	174	570	42	50	473	199	58	525	222
Future Volume (vph)	103	316	20	174	570	42	50	473	199	58	525	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00						0.96	
Frt		0.991			0.990			0.956			0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1577	3426	0	1574	3382	0	1711	3370	0	1745	3078	0
Flt Permitted	0.404			0.528			0.238			0.282		
Satd. Flow (perm)	671	3426	0	875	3382	0	429	3370	0	518	3078	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			14			95			95	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)							6					6
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	1%	0%	7%	2%	3%	2%	3%	1%	0%	4%	2%
Adj. Flow (vph)	110	336	21	185	606	45	53	503	212	62	559	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	357	0	185	651	0	53	715	0	62	795	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0		20.0
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0		36.0
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%		45.6%
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0		6.0
Lead/Lag				Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2		0.2
Recall Mode	Max	Max		None			Max	Max		Max		Max
Walk Time (s)	8.0	8.0					1.0	1.0		1.0		1.0
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0		0.0
Pedestrian Calls (#/hr)	0	0					2	2		2		2
Act Effct Green (s)	26.0	26.0		37.8	41.8		30.0	30.0		30.0		30.0
Actuated g/C Ratio	0.32	0.32		0.46	0.51		0.37	0.37		0.37		0.37
v/c Ratio	0.52	0.33		0.38	0.38		0.34	0.55		0.33		0.67
Control Delay	33.2	21.8		13.7	12.6		26.4	19.6		24.8		22.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	33.2	21.8		13.7	12.6		26.4	19.6		24.8		22.3
LOS	C	C		B	B		C	B		C		C
Approach Delay		24.5			12.8			20.1				22.5
Approach LOS		C			B			C				C
Queue Length 50th (ft)	46	71		50	97		19	130		23		155
Queue Length 95th (ft)	101	106		88	135		53	183		57		219
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	213	1093		491	1710		156	1296		189		1188
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.52	0.33		0.38	0.38		0.34	0.55		0.33		0.67

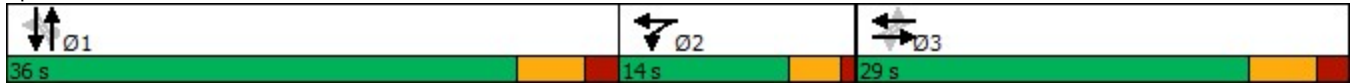
Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 81.8
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.67

Intersection Signal Delay: 19.4
Intersection Capacity Utilization 82.2%
Analysis Period (min) 15



















Intersection LOS: B
ICU Level of Service E

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd















Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

FB B Weekday PM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	29	320	92	17	103	141	450	31	39	409	665	238
Future Volume (vph)	29	320	92	17	103	141	450	31	39	409	665	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00						1.00			1.00	1.00	
Frt		0.962					0.990				0.960	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1685	3327	0	0	0	1611	3297	0	0	1669	3264	0
Flt Permitted	0.461					0.375				0.296		
Satd. Flow (perm)	815	3327	0	0	0	636	3297	0	0	518	3264	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	6							6		11		4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	3%	0%	2%	0%	5%	0%	0%	1%	3%	0%
Adj. Flow (vph)	31	344	99	18	111	152	484	33	42	440	715	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	461	0	0	0	263	517	0	0	482	971	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	34		1	1	12	
Permitted Phases	4				34	34			12	12		
Detector Phase	4	4			3	3	34		1	1	12	





	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	33	386	98	27
Future Volume (vph)	33	386	98	27
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Frt		0.963		
Flt Protected	0.950			
Satd. Flow (prot)	1636	3312	0	0
Flt Permitted	0.295			
Satd. Flow (perm)	508	3312	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	4		11	11
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	1%	0%	0%
Adj. Flow (vph)	35	415	105	29
Shared Lane Traffic (%)				
Lane Group Flow (vph)	35	549	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			
Detector Phase	2	2		

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)	18.0	18.0				34.9	40.1			34.7	39.9	
Actuated g/C Ratio	0.20	0.20				0.39	0.44			0.38	0.44	
v/c Ratio	0.19	0.69				0.65	0.35			1.30	0.67	
Control Delay	35.9	40.4				25.8	17.7			177.7	23.8	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	35.9	40.4				25.8	17.7			177.7	23.8	
LOS	D	D				C	B			F	C	
Approach Delay		40.1					20.4				74.8	
Approach LOS		D					C				E	
Queue Length 50th (ft)	14	118				85	87			~268	215	
Queue Length 95th (ft)	50	235				210	187			#745	380	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	280	1146				498	1926			370	1440	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.11	0.40				0.53	0.27			1.30	0.67	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 90.3
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 51.2
 Intersection Capacity Utilization 105.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service G

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

Lane Group	 SBL	 SBT	 SBR	 SBR2
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	2	2		
Act Effct Green (s)	19.1	19.1		
Actuated g/C Ratio	0.21	0.21		
v/c Ratio	0.33	0.78		
Control Delay	41.2	43.1		
Queue Delay	0.0	0.0		
Total Delay	41.2	43.1		
LOS	D	D		
Approach Delay		43.0		
Approach LOS		D		
Queue Length 50th (ft)	16	150		
Queue Length 95th (ft)	52	253		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	107	701		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.33	0.78		
Intersection Summary				

Queue shown is maximum after two cycles.













Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave



Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

FB B Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	690	65	94	767	52	132	392	46	125	368	58
Future Volume (vph)	130	690	65	94	767	52	132	392	46	125	368	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	1.00		0.99	0.99		0.98	1.00	
Frt		0.987			0.991			0.984			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	3325	0	1620	3349	0	1652	1809	0	1668	1758	0
Flt Permitted	0.146			0.224			0.196			0.184		
Satd. Flow (perm)	252	3325	0	378	3349	0	338	1809	0	318	1758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			7			7			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	21		23	23		21	17		39	39		17
Confl. Bikes (#/hr)			3			1			7			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	3%	2%	4%	3%	0%	2%	3%	0%	1%	6%	2%
Adj. Flow (vph)	135	719	68	98	799	54	138	408	48	130	383	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	787	0	98	853	0	138	456	0	130	443	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

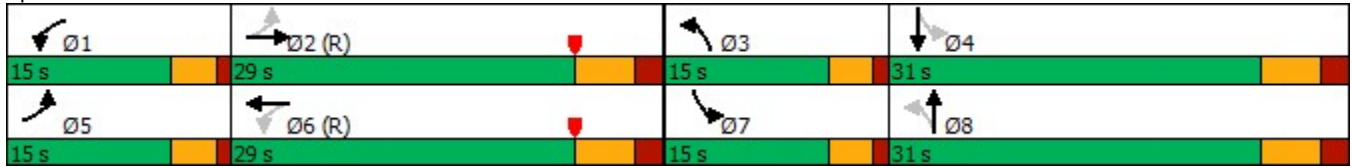
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	30.0		7.0	30.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		6			13			8			7	
Act Effct Green (s)	39.9	30.4		37.3	27.6		36.0	25.2		35.5	25.0	
Actuated g/C Ratio	0.44	0.34		0.41	0.31		0.40	0.28		0.39	0.28	
v/c Ratio	0.55	0.70		0.37	0.83		0.53	0.89		0.52	0.90	
Control Delay	24.1	31.9		19.0	38.7		22.3	52.1		22.2	53.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.1	31.9		19.0	38.7		22.3	52.1		22.2	53.3	
LOS	C	C		B	D		C	D		C	D	
Approach Delay		30.8			36.7			45.2			46.3	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	45	214		32	244		44	235		41	229	
Queue Length 95th (ft)	84	#335		62	#384		80	#425		76	#415	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	286	1128		321	1033		303	527		298	509	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.47	0.70		0.31	0.83		0.46	0.87		0.44	0.87	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 59 (66%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 38.4
 Intersection Capacity Utilization 77.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.





















Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave















Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

FB B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	744	106	19	909	304	112	267	11	188	292	34
Future Volume (vph)	11	744	106	19	909	304	112	267	11	188	292	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.96	1.00				1.00	1.00
Frt		0.982				0.850		0.994			0.984	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3270	0	1745	3455	1478	1620	1808	0	1604	1737	0
Flt Permitted		0.938		0.169			0.558			0.319		
Satd. Flow (perm)	0	3070	0	309	3455	1413	948	1808	0	539	1737	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		17						2			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	13		11	11		13	5					5
Confl. Bikes (#/hr)			2			5						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	4%	6%	0%	1%	2%	4%	1%	0%	5%	4%	3%
Adj. Flow (vph)	11	767	109	20	937	313	115	275	11	194	301	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	887	0	20	937	313	115	286	0	194	336	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
 51: Brookside Ave/Uniondale Ave & Nassau Rd

FB B Weekday PM peak hour
 05/23/2024

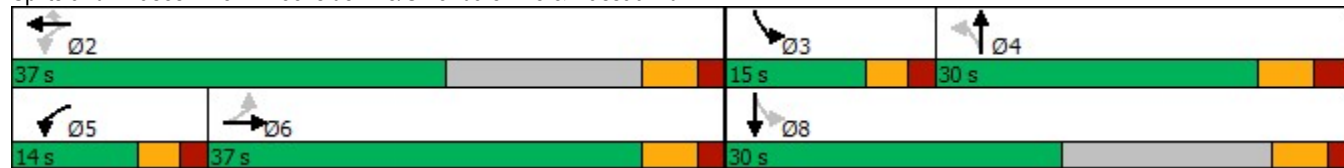
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	2	2			0	0						
Act Effct Green (s)		31.5		36.7	35.7	35.7	17.2	17.2		33.9	32.9	
Actuated g/C Ratio		0.39		0.45	0.44	0.44	0.21	0.21		0.42	0.41	
v/c Ratio		0.73		0.08	0.61	0.50	0.57	0.74		0.55	0.47	
Control Delay		27.5		13.9	19.8	20.2	41.8	42.8		22.8	20.4	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		27.5		13.9	19.8	20.2	41.8	42.8		22.8	20.4	
LOS		C		B	B	C	D	D		C	C	
Approach Delay		27.5			19.8			42.5			21.3	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		173		5	183	109	48	124		55	104	
Queue Length 95th (ft)		#367		19	274	202	117	241		125	218	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1208		303	1957	800	274	525		360	856	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.73		0.07	0.48	0.39	0.42	0.54		0.54	0.39	

Intersection Summary








Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 80.8
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 25.2
 Intersection Capacity Utilization 82.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

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

Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	445	1515	1040	110	2	90	588
Future Volume (vph)	445	1515	1040	110	2	90	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Ped Bike Factor						1.00	
Frt			0.986			0.886	0.850
Flt Protected	0.950					0.988	
Satd. Flow (prot)	1652	4793	4829	0	0	3060	1407
Flt Permitted	0.169					0.988	
Satd. Flow (perm)	294	4793	4829	0	0	3058	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			17			313	4
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Confl. Peds. (#/hr)						4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	1%	2%	6%	0%	5%	1%
Adj. Flow (vph)	473	1612	1106	117	2	96	626
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	473	1612	1223	0	0	411	313
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2

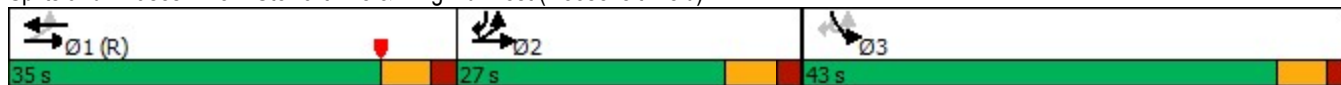
							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Permitted Phases	1 2				3		3
Detector Phase	2	1 2	1		3	3	2
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	75.7	81.7	52.0			11.3	41.0
Actuated g/C Ratio	0.72	0.78	0.50			0.11	0.39
v/c Ratio	0.91	0.43	0.51			0.68	0.57
Control Delay	51.0	4.4	18.5			17.4	29.9
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	51.0	4.4	18.5			17.4	29.9
LOS	D	A	B			B	C
Approach Delay		15.0	18.5			22.8	
Approach LOS		B	B			C	
Queue Length 50th (ft)	196	98	182			32	183
Queue Length 95th (ft)	#429	153	238			76	271
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	519	3729	2398			1280	552
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	0.91	0.43	0.51			0.32	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 17.5
 Intersection Capacity Utilization 71.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C























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

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)















Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

FB B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	23	2309	379	10	195	1927	62	390	28	439	102	10
Future Volume (vph)	23	2309	379	10	195	1927	62	390	28	439	102	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	13	12	11	11	11	11	12	12	13	11
Storage Length (ft)	200		0		155		0	0		0	70	
Storage Lanes	1		1		2		0	2		1	1	
Taper Length (ft)	60				110			0			75	
Lane Util. Factor	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95	0.95
Ped Bike Factor			0.99		1.00				0.98	0.98	0.99	0.99
Frt			0.850			0.995			0.890	0.850		
Flt Protected	0.950				0.950			0.950	0.992		0.950	0.960
Satd. Flow (prot)	1685	4964	1605	0	3385	6226	0	3053	1410	1534	1772	1675
Flt Permitted	0.950				0.950			0.950	0.992		0.950	0.960
Satd. Flow (perm)	1685	4964	1581	0	3385	6226	0	3053	1410	1506	1758	1665
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			277			4			88	68		
Link Speed (mph)		40				40			25			25
Link Distance (ft)		700				492			452			251
Travel Time (s)		11.9				8.4			12.3			6.8
Confl. Peds. (#/hr)			2		2					10	10	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	4%	0%	0%	1%	0%	4%	0%	0%	0%	0%
Adj. Flow (vph)	23	2356	387	10	199	1966	63	398	29	448	104	10
Shared Lane Traffic (%)								10%		43%	45%	
Lane Group Flow (vph)	23	2356	387	0	209	2029	0	358	262	255	57	57
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		24				32			36			22
Link Offset(ft)		0				0			0			-20
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	79
Future Volume (vph)	79
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	70
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	0%
Adj. Flow (vph)	81
Shared Lane Traffic (%)	
Lane Group Flow (vph)	81
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split	NA
Protected Phases	5	2	8	1	1	6		8	8		4	4
Permitted Phases			2							1 8		
Detector Phase	5	2	8	1	1	6		8	8	1 8	4	4
Switch Phase												
Minimum Initial (s)	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0	10.0
Minimum Split (s)	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0	16.0
Total Split (s)	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0	22.0
Total Split (%)	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%	13.8%
Maximum Green (s)	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0	4.0
Recall Mode	None	C-Min	None	None	None	C-Min		None	None		None	None
Walk Time (s)		7.0	7.0			7.0		7.0	7.0			
Flash Dont Walk (s)		35.0	37.0			35.0		37.0	37.0			
Pedestrian Calls (#/hr)		0	1			3		1	1			
Act Effct Green (s)	8.3	70.5	108.5		15.2	77.4		38.0	38.0	59.2	12.3	12.3
Actuated g/C Ratio	0.05	0.44	0.68		0.10	0.48		0.24	0.24	0.37	0.08	0.08
v/c Ratio	0.26	1.08	0.33		0.65	0.67		0.49	0.65	0.43	0.42	0.45
Control Delay	82.3	71.4	1.6		79.3	35.0		53.9	42.5	27.5	79.2	80.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	82.3	71.4	1.6		79.3	35.0		53.9	42.5	27.5	79.2	80.9
LOS	F	E	A		E	D		D	D	C	E	F
Approach Delay		61.7				39.2			42.8			62.9
Approach LOS		E				D			D			E
Queue Length 50th (ft)	25	~1004	15		110	474		176	191	148	61	61
Queue Length 95th (ft)	m26	m#1214	m29		153	597		220	297	210	111	111
Internal Link Dist (ft)		620				412			372			171
Turn Bay Length (ft)	200				155						70	
Base Capacity (vph)	252	2187	1237		507	3013		887	472	678	177	167
Starvation Cap Reductn	0	0	0		0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	11		0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0		0	0	0	0	0
Reduced v/c Ratio	0.09	1.08	0.31		0.41	0.68		0.40	0.56	0.38	0.32	0.34

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Lane Group SBR

Detector 2 Channel
 Detector 2 Extend (s)
 Turn Type custom
 Protected Phases
 Permitted Phases 4 5
 Detector Phase 4 5
 Switch Phase
 Minimum Initial (s)
 Minimum Split (s)
 Total Split (s)
 Total Split (%)
 Maximum Green (s)
 Yellow Time (s)
 All-Red Time (s)
 Lost Time Adjust (s)
 Total Lost Time (s)
 Lead/Lag
 Lead-Lag Optimize?
 Vehicle Extension (s)
 Recall Mode
 Walk Time (s)
 Flash Dont Walk (s)
 Pedestrian Calls (#/hr)
 Act Effct Green (s) 20.7
 Actuated g/C Ratio 0.13
 v/c Ratio 0.39
 Control Delay 38.8
 Queue Delay 0.0
 Total Delay 38.8
 LOS D
 Approach Delay
 Approach LOS
 Queue Length 50th (ft) 48
 Queue Length 95th (ft) 71
 Internal Link Dist (ft)
 Turn Bay Length (ft) 70
 Base Capacity (vph) 403
 Starvation Cap Reductn 0
 Spillback Cap Reductn 0
 Storage Cap Reductn 0
 Reduced v/c Ratio 0.20







Intersection Summary

Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 50.7
 Intersection Capacity Utilization 98.0%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F

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

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	1447	1140	25	1085	62	281	104	20	96	167	101
Future Volume (vph)	157	1447	1140	25	1085	62	281	104	20	96	167	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97		1.00			0.99		0.99	0.99	
Frt			0.850		0.992			0.976			0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3622	1599	1685	3506	0	3204	1587	0	1770	1714	0
Flt Permitted	0.065			0.069			0.950			0.950		
Satd. Flow (perm)	116	3622	1559	122	3506	0	3204	1587	0	1746	1714	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			605		4			7				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)			7	7					9	9		
Confl. Bikes (#/hr)						5			5			2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	1%	0%	2%	2%	2%	8%	11%	2%	1%	0%
Adj. Flow (vph)	173	1590	1253	27	1192	68	309	114	22	105	184	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	1590	1253	27	1260	0	309	136	0	105	295	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20			20	
Link Offset(ft)		0			0			0			-12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				2	2				
Act Effct Green (s)	77.7	69.5	69.5	65.3	57.7		19.4	19.4		27.0	27.0	
Actuated g/C Ratio	0.56	0.50	0.50	0.47	0.41		0.14	0.14		0.19	0.19	
v/c Ratio	0.78	0.88	1.16	0.23	0.87		0.70	0.60		0.31	0.89	
Control Delay	55.9	40.2	102.0	22.4	46.3		65.8	64.5		50.5	83.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	55.9	40.2	102.0	22.4	46.3		65.8	64.5		50.5	83.6	
LOS	E	D	F	C	D		E	E		D	F	
Approach Delay		66.8			45.8			65.4			74.9	
Approach LOS		E			D			E			E	
Queue Length 50th (ft)	105	718	~1069	11	552		141	112		81	260	
Queue Length 95th (ft)	190	#995	#1357	29	#856		182	176		138	#409	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	236	1799	1078	208	1447		778	390		366	355	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.73	0.88	1.16	0.13	0.87		0.40	0.35		0.29	0.83	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 132 (94%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated















Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 62.0
 Intersection Capacity Utilization 102.9%
 Analysis Period (min) 15







Intersection LOS: E
 ICU Level of Service G

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

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

↙ Ø1 17 s	↔ Ø2 (R) 48 s	↘ Ø4 35 s	↖ Ø8 40 s
↗ Ø5 17 s	← Ø6 (R) 48 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	425	335	171	1433	1277	169
Future Volume (vph)	425	335	171	1433	1277	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.982	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1752	3505	3445	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1599	367	3505	3445	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1			18	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			6			6
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	3%	3%	3%	0%
Adj. Flow (vph)	457	360	184	1541	1373	182
Shared Lane Traffic (%)						
Lane Group Flow (vph)	457	360	184	1541	1555	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	2					
Act Effct Green (s)	16.3	35.4	37.2	39.2	20.1	
Actuated g/C Ratio	0.24	0.52	0.55	0.58	0.30	
v/c Ratio	0.57	0.43	0.36	0.76	1.50	
Control Delay	25.0	11.5	9.3	15.0	253.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.0	11.5	9.3	15.0	253.2	
LOS	C	B	A	B	F	
Approach Delay	19.1			14.4	253.2	
Approach LOS	B			B	F	
Queue Length 50th (ft)	85	84	28	218	~477	
Queue Length 95th (ft)	125	138	72	403	#706	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1246	815	511	2034	1037	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.37	0.44	0.36	0.76	1.50	















Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 67.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.50
 Intersection Signal Delay: 105.9
 Intersection Capacity Utilization 75.7%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service D

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	59	42	19	1853	1447	14
Future Volume (vph)	59	42	19	1853	1447	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.999	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1719	1568	1805	5085	3531	0
Flt Permitted	0.950		0.191			
Satd. Flow (perm)	1719	1568	363	5085	3531	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		44			1	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	3%	0%	2%	2%	15%
Adj. Flow (vph)	62	44	20	1951	1523	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	44	20	1951	1538	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	12	1	
Permitted Phases		3	12			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	8.6	8.6	35.4	42.8	20.9	
Actuated g/C Ratio	0.14	0.14	0.60	0.72	0.35	
v/c Ratio	0.25	0.17	0.04	0.53	1.24	
Control Delay	24.4	9.3	5.2	6.0	138.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.4	9.3	5.2	6.0	138.1	
LOS	C	A	A	A	F	
Approach Delay	18.1			6.0	138.1	
Approach LOS	B			A	F	
Queue Length 50th (ft)	19	0	2	115	~416	
Queue Length 95th (ft)	47	22	8	174	#568	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	787	742	587	3605	1245	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.06	0.03	0.54	1.24	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 59.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.24
 Intersection Signal Delay: 62.6
 Intersection Capacity Utilization 55.4%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service B

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

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













Splits and Phases: 56: Merrick Ave & Privado Rd



Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB B Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1928	268	204	1148	39	226	144	248	77	316	93
Future Volume (vph)	48	1928	268	204	1148	39	226	144	248	77	316	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.905			0.974	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1624	5085	1436	1652	5085	1358	1577	1525	0	0	1715	0
Flt Permitted	0.950			0.950			0.329				0.536	
Satd. Flow (perm)	1624	5085	1436	1652	5085	1358	546	1525	0	0	926	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						96		99			13	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	5%	2%	2%	11%	3%	4%	0%	7%	3%	21%
Adj. Flow (vph)	56	2268	315	240	1351	46	266	169	292	91	372	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	2268	315	240	1351	46	266	461	0	0	572	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 3 Position(ft)											26	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	40.0	40.0	16.0	45.0	45.0	44.0	44.0		44.0	44.0	
Total Split (%)	11.0%	40.0%	40.0%	16.0%	45.0%	45.0%	44.0%	44.0%		44.0%	44.0%	
Maximum Green (s)	6.0	32.6	32.6	11.0	37.6	37.6	37.2	37.2		37.2	37.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.7	32.6	32.6	11.0	39.8	39.8	37.2	37.2				37.2
Actuated g/C Ratio	0.06	0.33	0.33	0.11	0.40	0.40	0.37	0.37				0.37
v/c Ratio	0.60	1.37	0.67	1.33	0.67	0.08	1.31	0.73				1.62
Control Delay	72.9	199.7	37.5	216.6	27.3	0.4	200.1	29.1				319.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	72.9	199.7	37.5	216.6	27.3	0.4	200.1	29.1				319.6
LOS	E	F	D	F	C	A	F	C				F
Approach Delay		177.6			54.3			91.7				319.6
Approach LOS		F			D			F				F
Queue Length 50th (ft)	35	~703	172	~199	263	0	~219	199				~528
Queue Length 95th (ft)	#83	#732	251	#324	293	0	#349	292				#685
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	97	1657	468	181	2023	598	203	629				352
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.58	1.37	0.67	1.33	0.67	0.08	1.31	0.73				1.63

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 59 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.63
 Intersection Signal Delay: 144.8
 Intersection Capacity Utilization 119.6%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H






















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













Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke



Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

FB B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	167	18	47	129	194	22	499	74	282	823	83
Future Volume (vph)	41	167	18	47	129	194	22	499	74	282	823	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.98	1.00	1.00		1.00	1.00	
Frt		0.989				0.850		0.981			0.986	
Flt Protected		0.991			0.987		0.950			0.950		
Satd. Flow (prot)	0	1846	0	0	1777	1583	1624	3353	0	1518	3196	0
Flt Permitted		0.898			0.826		0.198			0.331		
Satd. Flow (perm)	0	1673	0	0	1487	1558	338	3353	0	529	3196	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				220		24			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	2		2	2		2	2		2	2		2
Confl. Bikes (#/hr)			1			3			3			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	2%	2%	2%	0%	2%	0%	7%	4%	1%
Adj. Flow (vph)	47	190	20	53	147	220	25	567	84	320	935	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	257	0	0	200	220	25	651	0	320	1029	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	2	2		2	2	2						
Act Effct Green (s)		14.3			14.3	14.3	20.2	20.2		31.2	33.8	
Actuated g/C Ratio		0.24			0.24	0.24	0.34	0.34		0.53	0.57	
v/c Ratio		0.63			0.56	0.41	0.22	0.56		0.73	0.56	
Control Delay		26.4			25.6	5.3	22.7	18.8		21.2	10.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		26.4			25.6	5.3	22.7	18.8		21.2	10.3	
LOS		C			C	A	C	B		C	B	
Approach Delay		26.4			15.0			18.9			12.9	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		80			63	0	6	93		50	103	
Queue Length 95th (ft)		137			113	38	28	165		#163	201	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		660			582	744	115	1158		452	1832	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.39			0.34	0.30	0.22	0.56		0.71	0.56	










Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 59.2
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73

Intersection Signal Delay: 16.0
Intersection Capacity Utilization 82.9%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service E
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	216	133	56	297	226
Future Volume (vph)	25	216	133	56	297	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.879		0.960			
Flt Protected	0.995					0.972
Satd. Flow (prot)	1552	0	1958	0	0	1781
Flt Permitted	0.995					0.972
Satd. Flow (perm)	1552	0	1958	0	0	1781
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)		1		3	3	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	25%	5%	1%	6%	5%	10%
Adj. Flow (vph)	27	235	145	61	323	246
Shared Lane Traffic (%)						
Lane Group Flow (vph)	262	0	206	0	0	569
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 63.9% ICU Level of Service B
Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 59: Main St & Meadow St













FB B Weekday PM peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	216	133	56	297	226
Future Volume (Veh/h)	25	216	133	56	297	226
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	235	145	61	323	246
Pedestrians	3					1
Lane Width (ft)	12.0					13.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.76					
vC, conflicting volume	1070	180			209	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	934	180			209	
tC, single (s)	6.6	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.7	3.3			2.2	
p0 queue free %	82	72			76	
cM capacity (veh/h)	154	852			1340	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	262	206	569			
Volume Left	27	0	323			
Volume Right	235	61	0			
cSH	581	1700	1340			
Volume to Capacity	0.45	0.12	0.24			
Queue Length 95th (ft)	58	0	24			
Control Delay (s)	16.2	0.0	5.9			
Lane LOS	C		A			
Approach Delay (s)	16.2	0.0	5.9			
Approach LOS	C					
Intersection Summary						
Average Delay			7.3			
Intersection Capacity Utilization			63.9%		ICU Level of Service	B
Analysis Period (min)			15			

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

FB B Weekday PM peak hour
05/23/2024

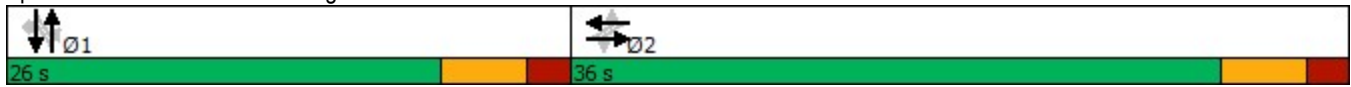
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	204	77	14	205	10	34	224	27	22	568	50
Future Volume (vph)	21	204	77	14	205	10	34	224	27	22	568	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00	0.97		1.00	0.98
Frt		0.966			0.994				0.850			0.850
Flt Protected		0.997			0.997			0.993			0.998	
Satd. Flow (prot)	0	1807	0	0	1778	0	0	1746	1615	0	1753	1449
Flt Permitted		0.959			0.965			0.789			0.981	
Satd. Flow (perm)	0	1738	0	0	1721	0	0	1387	1559	0	1723	1418
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		39							53			54
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	2					2	1		8	8		1
Confl. Bikes (#/hr)						3			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	5%	8%	6%	0%	0%	1%	0%	0%	1%	4%
Adj. Flow (vph)	23	222	84	15	223	11	37	243	29	24	617	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	329	0	0	249	0	0	280	29	0	641	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	3	3		3	3							
Act Effct Green (s)		13.1			13.1			20.1	20.1		20.1	20.1
Actuated g/C Ratio		0.29			0.29			0.44	0.44		0.44	0.44
v/c Ratio		0.62			0.50			0.45	0.04		0.84	0.08
Control Delay		17.6			16.9			12.9	2.1		26.3	3.9
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		17.6			16.9			12.9	2.1		26.3	3.9
LOS		B			B			B	A		C	A
Approach Delay		17.6			16.9			11.9			24.6	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		63			53			43	0		125	0
Queue Length 95th (ft)		122			100			124	7		#372	17
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1172			1147			616	722		766	660
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.28			0.22			0.45	0.04		0.84	0.08

Intersection Summary

















Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 45.3
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 19.4
 Intersection Capacity Utilization 79.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 60: Washington Ave & Meadow St















Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	123	72	19	90	14	25	590	10	13	817	70
Future Volume (vph)	124	123	72	19	90	14	25	590	10	13	817	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.970			0.985			0.998			0.988	
Flt Protected		0.981			0.992			0.998			0.999	
Satd. Flow (prot)	0	1736	0	0	1807	0	0	3432	0	0	3437	0
Flt Permitted		0.817			0.910			0.892			0.942	
Satd. Flow (perm)	0	1444	0	0	1658	0	0	3067	0	0	3241	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			14			3			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	4		1	1		4	6		4	4		6
Confl. Bikes (#/hr)			2						3			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	5%	7%	2%	0%	0%	5%	0%	0%	3%	9%
Adj. Flow (vph)	128	127	74	20	93	14	26	608	10	13	842	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	329	0	0	127	0	0	644	0	0	927	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

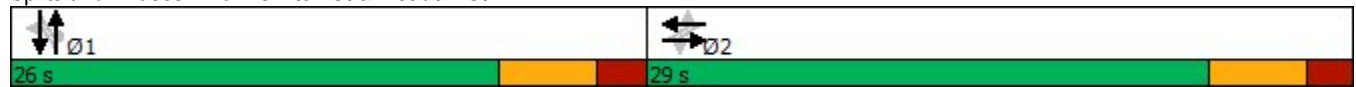
FB B Weekday PM peak hour
05/23/2024










												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	3	3		3	3							
Act Effct Green (s)		14.3			14.3			20.2			20.2	
Actuated g/C Ratio		0.31			0.31			0.43			0.43	
v/c Ratio		0.71			0.25			0.48			0.65	
Control Delay		21.5			11.5			12.2			14.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.5			11.5			12.2			14.5	
LOS		C			B			B			B	
Approach Delay		21.5			11.5			12.2			14.5	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		68			22			58			92	
Queue Length 95th (ft)		133			50			130			#198	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		737			834			1332			1416	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.45			0.15			0.48			0.65	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 46.6
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 14.7
 Intersection Capacity Utilization 69.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 61: Clinton St & Meadow St












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	9	68	9	4	132	17
Future Volume (vph)	9	68	9	4	132	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881				0.985	
Flt Protected				0.966	0.958	
Satd. Flow (prot)	1674	0	0	1835	1896	0
Flt Permitted				0.966	0.958	
Satd. Flow (perm)	1674	0	0	1835	1896	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	10	76	10	4	147	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	0	0	14	166	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 22.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
62: Lindbergh St & Meadow St

FB B Weekday PM peak hour
05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	9	68	9	4	132	17
Future Volume (Veh/h)	9	68	9	4	132	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	10	76	10	4	147	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			86		72	48
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			86		72	48
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		84	98
cM capacity (veh/h)			1523		928	1027
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	86	14	166			
Volume Left	0	10	147			
Volume Right	76	0	19			
cSH	1700	1523	939			
Volume to Capacity	0.05	0.01	0.18			
Queue Length 95th (ft)	0	0	16			
Control Delay (s)	0.0	5.3	9.7			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.3	9.7			
Approach LOS			A			
Intersection Summary						
Average Delay			6.3			
Intersection Capacity Utilization			22.4%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	356	675	139	67	11
Future Volume (vph)	3	356	675	139	67	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.977		0.981	
Flt Protected					0.959	
Satd. Flow (prot)	0	1845	1835	0	1787	0
Flt Permitted					0.959	
Satd. Flow (perm)	0	1845	1835	0	1787	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	7			7		
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	1%	2%	0%	0%
Adj. Flow (vph)	3	396	750	154	74	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	399	904	0	86	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 55.1% ICU Level of Service B
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 63: Westbury Blvd & Lindbergh St

FB B Weekday PM peak hour
 05/23/2024

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	356	675	139	67	11
Future Volume (Veh/h)	3	356	675	139	67	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	396	750	154	74	12
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1221			
pX, platoon unblocked	0.82				0.82	0.82
vC, conflicting volume	911				1236	834
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	779				1177	685
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				57	97
cM capacity (veh/h)	687				172	367
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	399	904	86			
Volume Left	3	0	74			
Volume Right	0	154	12			
cSH	687	1700	186			
Volume to Capacity	0.00	0.53	0.46			
Queue Length 95th (ft)	0	0	55			
Control Delay (s)	0.1	0.0	40.0			
Lane LOS	A		E			
Approach Delay (s)	0.1	0.0	40.0			
Approach LOS			E			
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			55.1%		ICU Level of Service	B
Analysis Period (min)			15			

Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St













FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	203	190	60	131	426	95	24	93	413	59	1	89
Future Volume (vph)	203	190	60	131	426	95	24	93	413	59	1	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	12	10
Storage Length (ft)	55		0	0		0		85		95		135
Storage Lanes	1		0	0		1		1		1		1
Taper Length (ft)	25			0				110				85
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99			1.00	0.98				0.98		1.00
Frt		0.964				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1678	1649	0	0	1763	1358	0	1671	3261	1432	0	1652
Flt Permitted	0.186				0.787			0.511				0.368
Satd. Flow (perm)	328	1649	0	0	1401	1332	0	899	3261	1405	0	638
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		23				104				95		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	7		15	15		7				8		8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	3%	3%	6%	2%	11%	4%	0%	7%	9%	0%	2%
Adj. Flow (vph)	223	209	66	144	468	104	26	102	454	65	1	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	275	0	0	612	104	0	128	454	65	0	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		11			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	1	1	1	1
Detector Template				Left			Left				Left	
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	20
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	374	313
Future Volume (vph)	374	313
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3323	1386
Flt Permitted		
Satd. Flow (perm)	3323	1386
Right Turn on Red		Yes
Satd. Flow (RTOR)		163
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	5%	1%
Adj. Flow (vph)	411	344
Shared Lane Traffic (%)		
Lane Group Flow (vph)	411	344
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		
Leading Detector (ft)	160	160
Trailing Detector (ft)	94	154
Detector 1 Position(ft)	154	154
Detector 1 Size(ft)	6	6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St

FB B Weekday PM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4			4				2		1	1
Permitted Phases	4			4		4	2	2		2	6	6
Detector Phase	4	4		4	4	4	2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	2.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	6.0
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	14.0
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	18.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5			5.5	5.5		4.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	None
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	3	3		3	3	3						
Act Effct Green (s)	25.2	25.2			25.2	25.2			18.1	18.1	18.1	28.2
Actuated g/C Ratio	0.40	0.40			0.40	0.40			0.29	0.29	0.29	0.45
v/c Ratio	1.70	0.41			1.09	0.17			0.50	0.49	0.14	0.25
Control Delay	370.3	16.1			89.8	4.6			27.8	21.3	2.9	11.3
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	370.3	16.1			89.8	4.6			27.8	21.3	2.9	11.3
LOS	F	B			F	A			C	C	A	B
Approach Delay		174.7			77.4				20.8			
Approach LOS		F			E				C			
Queue Length 50th (ft)	~131	67			~279	0			42	78	0	21
Queue Length 95th (ft)	#240	149			#529	29			94	123	15	44
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55								85		95	135
Base Capacity (vph)	131	673			560	595			359	1305	619	447
Starvation Cap Reductn	0	0			0	0			0	0	0	0
Spillback Cap Reductn	0	0			0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0			0	0	0	0
Reduced v/c Ratio	1.70	0.41			1.09	0.17			0.36	0.35	0.11	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 63
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.70
 Intersection Signal Delay: 60.8
 Intersection LOS: E

	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	17.0	17.0
Minimum Split (s)	22.5	22.5
Total Split (s)	30.5	30.5
Total Split (%)	40.7%	40.7%
Maximum Green (s)	25.0	25.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	Min	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	26.7	26.7
Actuated g/C Ratio	0.42	0.42
v/c Ratio	0.29	0.51
Control Delay	12.1	9.2
Queue Delay	0.0	0.0
Total Delay	12.1	9.2
LOS	B	A
Approach Delay	10.8	
Approach LOS	B	
Queue Length 50th (ft)	51	43
Queue Length 95th (ft)	77	101
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	2074	926
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.20	0.37

Intersection Summary

Intersection Capacity Utilization 92.0% ICU Level of Service F
 Analysis Period (min) 15

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

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke













FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	24	7	24	1937	22	1	34	1673	39	27	18	4
Future Volume (vph)	24	7	24	1937	22	1	34	1673	39	27	18	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.99	0.98	
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	5124	0	0	1805	4833	0	1389	1715	0
Flt Permitted			0.950				0.950				0.677	
Satd. Flow (perm)	0	0	1803	5124	0	0	1803	4833	0	1370	1193	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				2								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		3	3		9		9		3	3	16	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	25	7	25	1997	23	1	35	1725	40	28	19	4
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	57	2020	0	0	36	1768	0	25	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	0	1	1	2		0	1	2		1	1	1
Detector Template		Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
Trailing Detector (ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Size(ft)	0	20	20	6		0	20	6		20	20	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94				94				
Detector 2 Size(ft)				6				6				
Detector 2 Type				Cl+Ex				Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)				0.0				0.0				

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	9	64	47	16	53
Future Volume (vph)	9	64	47	16	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	0.99			0.98	
Frt	0.878			0.931	
Flt Protected	0.996			0.980	
Satd. Flow (prot)	1578	0	0	3233	0
Flt Permitted	0.968			0.789	
Satd. Flow (perm)	1525	0	0	2603	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	66				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)					16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	66	48	16	55
Shared Lane Traffic (%)					
Lane Group Flow (vph)	81	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	Cl+Ex			Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	

Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB B Weekday PM peak hour
05/23/2024

												
Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm
Protected Phases	5	5	5	2		1	1	6				
Permitted Phases										6	4	4
Detector Phase	5	5	5	2		1	1	6		6	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	36.0	36.0
Total Split (s)	26.0	26.0	26.0	107.0		26.0	26.0	107.0		107.0	37.0	37.0
Total Split (%)	15.3%	15.3%	15.3%	62.9%		15.3%	15.3%	62.9%		62.9%	21.8%	21.8%
Maximum Green (s)	21.0	21.0	21.0	100.0		21.0	21.0	100.0		100.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			10.7	129.7		7.9	127.2		127.2	15.4		
Actuated g/C Ratio			0.06	0.76		0.05	0.75		0.75	0.09		
v/c Ratio			0.50	0.52		0.43	0.49		0.02	0.16		
Control Delay			98.2	0.8		93.7	10.6		8.5	70.6		
Queue Delay			0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay			98.2	0.8		93.7	10.6		8.5	70.6		
LOS			F	A		F	B		A	E		
Approach Delay				3.5			12.2					
Approach LOS				A			B					
Queue Length 50th (ft)			67	7		40	275		6	18		
Queue Length 95th (ft)			m87	35		81	470		27	44		
Internal Link Dist (ft)				1126			408					
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			222	3909		222	3615		1024	210		
Starvation Cap Reductn			0	0		0	0		0	0		
Spillback Cap Reductn			0	0		0	0		0	0		
Storage Cap Reductn			0	0		0	0		0	0		
Reduced v/c Ratio			0.26	0.52		0.16	0.49		0.02	0.08		

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 4 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 10.3
 Intersection LOS: B

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	36.0		36.0	36.0	
Total Split (s)	37.0		37.0	37.0	
Total Split (%)	21.8%		21.8%	21.8%	
Maximum Green (s)	30.0		30.0	30.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			22.0	22.0	
Pedestrian Calls (#/hr)			3	3	
Act Effct Green (s)	15.4			15.4	
Actuated g/C Ratio	0.09			0.09	
v/c Ratio	0.41			0.50	
Control Delay	25.8			79.6	
Queue Delay	0.0			0.0	
Total Delay	25.8			79.6	
LOS	C			E	
Approach Delay	33.6			79.6	
Approach LOS	C			E	
Queue Length 50th (ft)	16			68	
Queue Length 95th (ft)	70			96	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	323			459	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.25			0.26	
Intersection Summary					



Intersection Capacity Utilization 72.8%







ICU Level of Service C

Analysis Period (min) 15

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







Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

 Ø1 26 s	 Ø2 (R) 107 s	 Ø4 37 s
 Ø5 26 s	 Ø6 (R) 107 s	 Ø8 37 s

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	867	0	0	1446	0	499
Future Volume (vph)	867	0	0	1446	0	499
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Fr _t						0.850
Fl _t Protected						
Satd. Flow (prot)	3471	0	0	4988	0	2682
Fl _t Permitted						
Satd. Flow (perm)	3471	0	0	4988	0	2682
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	2%	4%	2%	6%
Adj. Flow (vph)	903	0	0	1506	0	520
Shared Lane Traffic (%)						
Lane Group Flow (vph)	903	0	0	1506	0	520
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 48.1% ICU Level of Service A
 Analysis Period (min) 15

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	867	0	0	1446	0	499	
Future Volume (Veh/h)	867	0	0	1446	0	499	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Hourly flow rate (vph)	903	0	0	1506	0	520	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)	171						
pX, platoon unblocked			0.77		0.77	0.77	
vC, conflicting volume			903		1405	452	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			264		919	0	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.4	
p0 queue free %			100		100	37	
cM capacity (veh/h)			994		207	821	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	452	452	502	502	502	260	260
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	260	260
cSH	1700	1700	1700	1700	1700	821	821
Volume to Capacity	0.27	0.27	0.30	0.30	0.30	0.32	0.32
Queue Length 95th (ft)	0	0	0	0	0	34	34
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.4	11.4
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			11.4	
Approach LOS						B	
Intersection Summary							
Average Delay			2.0				
Intersection Capacity Utilization			48.1%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	275	498	0	932						
Future Volume (vph)	0	0	275	498	0	932						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.929	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3092	1386	0	3471						
Flt Permitted												
Satd. Flow (perm)	0	0	3092	1386	0	3471						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			299	315								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	2%	6%	0%	4%						
Adj. Flow (vph)	0	0	348	630	0	1180						
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	663	315	0	1180						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												



Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	32.0
Total Split (s)							31.0	50.0	39.0	31.0	50.0	39.0
Total Split (%)							26%	42%	33%	26%	42%	33%
Maximum Green (s)							26.0	44.0	33.0	26.0	44.0	33.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								1				15
Act Effct Green (s)			72.0	72.0								120.0
Actuated g/C Ratio			0.60	0.60								1.00
v/c Ratio			0.34	0.33								0.34
Control Delay			7.0	2.4								0.2
Queue Delay			0.0	0.0								0.0
Total Delay			7.0	2.4								0.2
LOS			A	A								A
Approach Delay			5.5									0.2
Approach LOS			A									A
Queue Length 50th (ft)			58	0								0
Queue Length 95th (ft)			90	23								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1960	952								3440
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			66	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.35	0.33								0.34










Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 2.6
 Intersection Capacity Utilization 29.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd



										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Lane Configurations												
Traffic Volume (vph)	0	0	455	0	1269	0	230	0	2080			
Future Volume (vph)	0	0	455	0	1269	0	230	0	2080			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0		400		0	0	0	0			
Storage Lanes		0		1		0	2	0	4			
Taper Length (ft)				100		0		0				
Lane Util. Factor	1.00	1.00	0.97	1.00	0.91	1.00	0.88	1.00	0.64			
Frt							0.850		0.850			
Flt Protected			0.950									
Satd. Flow (prot)	0	0	3433	0	5136	0	2842	0	4053			
Flt Permitted			0.950									
Satd. Flow (perm)	0	0	3433	0	5136	0	2842	0	4053			
Right Turn on Red							Yes	Yes				
Satd. Flow (RTOR)							36					
Link Speed (mph)	30				50	30		50				
Link Distance (ft)	446				646	343		189				
Travel Time (s)	10.1				8.8	7.8		2.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	2%	2%	2%	0%	1%	2%	0%	2%	2%			
Adj. Flow (vph)	0	0	495	0	1379	0	250	0	2261			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	495	0	1379	0	250	0	2261			
Enter Blocked Intersection	No	No	Yes	Yes	Yes	No	No	No	Yes			
Lane Alignment	Left	Right	Left	Left	Left	Left	R NA	Left	Left			
Median Width(ft)	30				40	4		40				
Link Offset(ft)	0				0	0		0				
Crosswalk Width(ft)	16				16	16		16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		9	15	15		15	9	50	50			
Number of Detectors			1		2		1		1			
Detector Template			Left		Thru		Right		Right			
Leading Detector (ft)			20		100		20		20			
Trailing Detector (ft)			0		0		0		0			
Detector 1 Position(ft)			0		0		0		0			
Detector 1 Size(ft)			20		6		20		20			
Detector 1 Type			Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)			0.0		0.0		0.0		0.0			
Detector 1 Queue (s)			0.0		0.0		0.0		0.0			
Detector 1 Delay (s)			0.0		0.0		0.0		0.0			
Detector 2 Position(ft)					94							
Detector 2 Size(ft)					6							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type			Prot		NA		pt+ov		Prot			
Protected Phases			1 8		6 8		8 1		2	1	6	8

										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Permitted Phases									2			
Detector Phase			1 8		6 8		8 1		2			
Switch Phase												
Minimum Initial (s)									5.0	5.0	5.0	5.0
Minimum Split (s)									28.0	11.0	22.5	22.5
Total Split (s)									56.0	11.0	67.0	23.0
Total Split (%)									62.2%	12%	74%	26%
Maximum Green (s)									50.0	5.0	61.0	17.0
Yellow Time (s)									4.0	4.0	4.0	4.0
All-Red Time (s)									2.0	2.0	2.0	2.0
Lost Time Adjust (s)									0.0			
Total Lost Time (s)									6.0			
Lead/Lag									Lag	Lead		
Lead-Lag Optimize?									Yes	Yes		
Vehicle Extension (s)									3.0	3.0	3.0	3.0
Recall Mode									Min	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									15.0			
Pedestrian Calls (#/hr)									0			
Act Effct Green (s)			28.0		90.0		28.0		50.0			
Actuated g/C Ratio			0.31		1.00		0.31		0.56			
v/c Ratio			0.46		0.27		0.28		1.00			
Control Delay			26.7		0.1		20.8		41.1			
Queue Delay			0.0		0.0		0.0		0.0			
Total Delay			26.7		0.1		20.8		41.1			
LOS			C		A		C		D			
Approach Delay					7.1	20.8		41.1				
Approach LOS					A	C		D				
Queue Length 50th (ft)			115		0		51		~476			
Queue Length 95th (ft)			161		0		84		#632			
Internal Link Dist (ft)	366				566	263		109				
Turn Bay Length (ft)			400									
Base Capacity (vph)			1068		5136		908		2251			
Starvation Cap Reductn			0		0		0		0			
Spillback Cap Reductn			0		0		0		0			
Storage Cap Reductn			0		0		0		0			
Reduced v/c Ratio			0.46		0.27		0.28		1.00			

Intersection Summary







Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 25.4
 Intersection Capacity Utilization 59.4%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: C
 ICU Level of Service B

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

Splits and Phases: 360: Charles Lindbergh Blvd & Sands Ave












						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	2358	0	0	0	1612
Future Volume (vph)	0	2358	0	0	0	1612
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	6471	0	0	0	4053
Flt Permitted						
Satd. Flow (perm)	0	6471	0	0	0	4053
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.92	0.83	0.92	0.92	0.92	0.83
Heavy Vehicles (%)	0%	1%	0%	0%	0%	2%
Adj. Flow (vph)	0	2841	0	0	0	1942
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2841	0	0	0	1942
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 69.0% ICU Level of Service C
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	0	18	17	3	0
Future Volume (vph)	15	0	18	17	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.974		
Satd. Flow (prot)	1770	0	0	1814	1863	0
Flt Permitted	0.950			0.974		
Satd. Flow (perm)	1770	0	0	1814	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	0	20	18	3	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	38	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.6% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 400: James Doolittle Blvd & Parking F

FB B Weekday PM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	0	18	17	3	0
Future Volume (Veh/h)	15	0	18	17	3	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	0	20	18	3	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	61	3	3			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	61	3	3			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	99			
cM capacity (veh/h)	934	1081	1619			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	16	38	3			
Volume Left	16	20	0			
Volume Right	0	0	0			
cSH	934	1619	1700			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (ft)	1	1	0			
Control Delay (s)	8.9	3.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	3.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.1			
Intersection Capacity Utilization			18.6%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	32	3	0
Future Volume (vph)	0	0	0	32	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	604			233	378	
Travel Time (s)	13.7			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	35	3	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	35	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 6.7% ICU Level of Service A
Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd

FB B Weekday PM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	32	3	0
Future Volume (Veh/h)	0	0	0	32	3	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	35	3	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	38	3	3			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	38	3	3			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	974	1081	1619			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	35	3		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1619	1700		
Volume to Capacity	0.00	0.00	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	32	3	0
Future Volume (vph)	0	0	0	32	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	128	3	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	128	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 402: James Doolittle Blvd & Exist Hotel Access

FB B Weekday PM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	32	3	0
Future Volume (Veh/h)	0	0	0	32	3	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	128	3	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	131	3	3			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	131	3	3			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	863	1081	1619			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	128	3			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1619	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	32	3	0
Future Volume (vph)	0	0	0	32	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	284	
Travel Time (s)	3.3			9.4	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	35	3	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	35	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 403: James Doolittle Blvd & Marriott Drwy

FB B Weekday PM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	32	3	0
Future Volume (Veh/h)	0	0	0	32	3	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	35	3	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	38	3	3			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	38	3	3			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	974	1081	1619			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	35	3			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1619	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	0	17	15	3	0
Future Volume (vph)	16	0	17	15	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.974		
Satd. Flow (prot)	1770	0	0	1814	1863	0
Flt Permitted	0.950			0.974		
Satd. Flow (perm)	1770	0	0	1814	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	293			284	451	
Travel Time (s)	6.7			6.5	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	0	18	16	3	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	0	34	3	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 404: James Doolittle Blvd & Parking E

FB B Weekday PM peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	0	17	15	3	0
Future Volume (Veh/h)	16	0	17	15	3	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	0	18	16	3	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	55	3	3			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	55	3	3			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	99			
cM capacity (veh/h)	942	1081	1619			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	17	34	3			
Volume Left	17	18	0			
Volume Right	0	0	0			
cSH	942	1619	1700			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (ft)	1	1	0			
Control Delay (s)	8.9	3.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	3.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			18.4%	ICU Level of Service		A
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	0	26	0	0	0	29	227	0	0	150	27
Future Volume (vph)	28	0	26	0	0	0	29	227	0	0	150	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850									0.977	
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1583	0	1863	1863	0	1770	3539	0	1863	3458	0
Flt Permitted							0.631					
Satd. Flow (perm)	1863	1583	0	1863	1863	0	1175	3539	0	1863	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		648									29	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			604			302			502	
Travel Time (s)		5.4			13.7			6.9			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	0	28	0	0	0	32	247	0	0	163	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	28	0	0	0	0	32	247	0	0	192	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm			Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

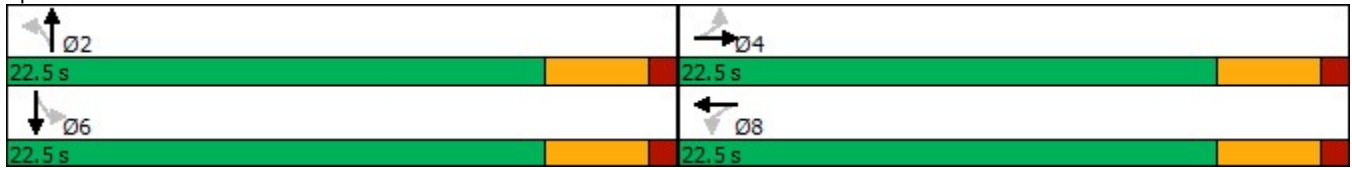
Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	6.2	6.2					22.1	22.1			22.1	
Actuated g/C Ratio	0.22	0.22					0.79	0.79			0.79	
v/c Ratio	0.07	0.03					0.03	0.09			0.07	
Control Delay	9.5	0.1					3.8	3.0			2.8	
Queue Delay	0.0	0.0					0.0	0.0			0.0	
Total Delay	9.5	0.1					3.8	3.0			2.8	
LOS	A	A					A	A			A	
Approach Delay		4.9						3.1			2.8	
Approach LOS		A						A			A	
Queue Length 50th (ft)	3	0					0	0			0	
Queue Length 95th (ft)	11	0					8	18			14	
Internal Link Dist (ft)		159			524			222			422	
Turn Bay Length (ft)												
Base Capacity (vph)	1224	1262					985	2967			2903	
Starvation Cap Reductn	0	0					0	0			0	
Spillback Cap Reductn	0	0					0	0			0	
Storage Cap Reductn	0	0					0	0			0	
Reduced v/c Ratio	0.02	0.02					0.03	0.08			0.07	













Intersection Summary







Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 27.8
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.09
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 25.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	205	150	230	24	27	428
Future Volume (vph)	205	150	230	24	27	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	0			0
Storage Lanes	0	1	1			1
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850			0.868	0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1536	1504
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1536	1504
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		163			219	246
Link Speed (mph)	30			30	30	
Link Distance (ft)	350			454	230	
Travel Time (s)	8.0			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	223	163	250	26	29	465
Shared Lane Traffic (%)						47%
Lane Group Flow (vph)	223	163	250	26	248	246
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			4	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split	NA	NA	pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	24.0	24.0	24.0	23.0	
Total Split (%)	32.9%	34.3%	34.3%	34.3%	32.9%	
Maximum Green (s)	18.5	19.5	19.5	19.5	18.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	11.6	28.7	12.3	12.3	8.6	25.0
Actuated g/C Ratio	0.25	0.61	0.26	0.26	0.18	0.53
v/c Ratio	0.51	0.16	0.54	0.05	0.54	0.27
Control Delay	21.6	1.4	21.1	15.6	9.7	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	1.4	21.1	15.6	9.7	1.9
LOS	C	A	C	B	A	A
Approach Delay	13.1			20.6	5.8	
Approach LOS	B			C	A	
Queue Length 50th (ft)	47	0	52	5	6	0
Queue Length 95th (ft)	138	18	151	24	65	26
Internal Link Dist (ft)	270			374	150	
Turn Bay Length (ft)	200					
Base Capacity (vph)	744	1287	784	825	772	1124
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.13	0.32	0.03	0.32	0.22












Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 46.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 11.8
 Intersection Capacity Utilization 45.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 408: East Dr/Sands Ave & North Dr














						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	229	0	0	455
Future Volume (vph)	0	0	229	0	0	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	249	0	0	495
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	249	0	0	495
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 15.9% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 409: Sands Ave & Parking E

FB B Weekday PM peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	0	229	0	0	455
Future Volume (Veh/h)	0	0	229	0	0	455
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	249	0	0	495
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			343
pX, platoon unblocked						
vC, conflicting volume	496	124			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	496	124			249	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	503	903			1314	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	166	83	248	248	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.10	0.05	0.15	0.15	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			15.9%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 410: MSK Entrance/West Dr & MSK/Garage C

FB B Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	29	8	0	88	34	20	91	9	18	0
Future Volume (vph)	0	0	29	8	0	88	34	20	91	9	18	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.865			0.877			0.906				
Flt Protected					0.996			0.988			0.984	
Satd. Flow (prot)	0	1611	0	0	1627	0	0	3168	0	0	3483	0
Flt Permitted					0.965			0.905			0.888	
Satd. Flow (perm)	0	1611	0	0	1576	0	0	2902	0	0	3143	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1024			96			99				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			274	
Travel Time (s)		2.8			3.6			7.9			6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	32	9	0	96	37	22	99	10	20	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	105	0	0	158	0	0	30	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			3			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

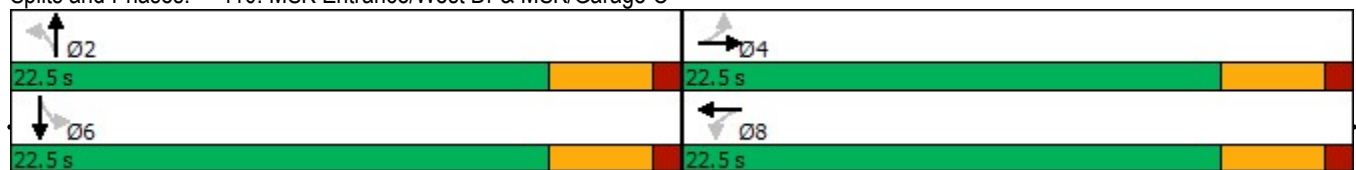
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		6.1			6.1			14.8			14.8	
Actuated g/C Ratio		0.25			0.25			0.61			0.61	
v/c Ratio		0.03			0.23			0.09			0.02	
Control Delay		0.0			3.4			2.9			5.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		0.0			3.4			2.9			5.4	
LOS		A			A			A			A	
Approach Delay					3.4			2.9			5.4	
Approach LOS					A			A			A	
Queue Length 50th (ft)		0			1			2			1	
Queue Length 95th (ft)		0			11			8			4	
Internal Link Dist (ft)		43			78			268			194	
Turn Bay Length (ft)												
Base Capacity (vph)		1461			1200			2504			2697	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.09			0.06			0.01	











Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 24.3
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.23
 Intersection Signal Delay: 3.0
 Intersection Capacity Utilization 28.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 410: MSK Entrance/West Dr & MSK/Garage C
















Lane Group						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	8	100	8	0	27
Future Volume (vph)	0	8	100	8	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		175	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.865			0.850		
Flt Protected						
Satd. Flow (prot)	1611	0	3539	1583	0	3539
Flt Permitted						
Satd. Flow (perm)	1611	0	3539	1583	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	96		274			121
Travel Time (s)	2.2		6.2			2.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	9	109	9	0	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	109	9	0	29
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 13.3% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 411: West Dr & Garage C

FB B Weekday PM peak hour
 05/23/2024










						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			  
Traffic Volume (veh/h)	0	8	100	8	0	27
Future Volume (Veh/h)	0	8	100	8	0	27
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	9	109	9	0	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			274			
pX, platoon unblocked						
vC, conflicting volume	124	54			118	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124	54			118	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	859	1001			1468	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	9	54	54	9	10	19
Volume Left	0	0	0	0	0	0
Volume Right	9	0	0	9	0	0
cSH	1001	1700	1700	1700	1468	1700
Volume to Capacity	0.01	0.03	0.03	0.01	0.00	0.01
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	8.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	8.6	0.0			0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			13.3%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	27	96	12	0	0
Future Volume (vph)	0	27	96	12	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865				
Flt Protected			0.950	0.962		
Satd. Flow (prot)	0	1611	1681	1702	0	0
Flt Permitted			0.950	0.962		
Satd. Flow (perm)	0	1611	1681	1702	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	155			121	225	
Travel Time (s)	3.5			2.8	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	29	104	13	0	0
Shared Lane Traffic (%)			44%			
Lane Group Flow (vph)	0	29	58	59	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15










Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	77	1	0	587	0	18
Future Volume (vph)	77	1	0	587	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998					0.865
Flt Protected						
Satd. Flow (prot)	3400	0	0	3505	0	1611
Flt Permitted						
Satd. Flow (perm)	3400	0	0	3505	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	84	1	0	638	0	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	85	0	0	638	0	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.6% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	77	1	0	587	0	18
Future Volume (Veh/h)	77	1	0	587	0	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	84	1	0	638	0	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	221			274		
pX, platoon unblocked						
vC, conflicting volume			85		404	42
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			85		404	42
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			1509		575	1019
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	56	29	213	425	20	
Volume Left	0	0	0	0	0	
Volume Right	0	1	0	0	20	
cSH	1700	1700	1509	1700	1019	
Volume to Capacity	0.03	0.02	0.00	0.25	0.02	
Queue Length 95th (ft)	0	0	0	0	2	
Control Delay (s)	0.0	0.0	0.0	0.0	8.6	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		8.6	
Approach LOS					A	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			19.6%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	95	0	0	182	0	0
Future Volume (vph)	95	0	0	182	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	103	0	0	198	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	198	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 36.7% ICU Level of Service A
 Analysis Period (min) 15

















HCM Unsignalized Intersection Capacity Analysis
 414: MSK & South Dr

FB B Weekday PM peak hour
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	95	0	0	182	0	0
Future Volume (Veh/h)	95	0	0	182	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	103	0	0	198	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	408			87		
pX, platoon unblocked						
vC, conflicting volume			103		202	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			103		202	52
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1487		768	1005
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	69	34	99	99	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.04	0.02	0.06	0.06	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			36.7%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
415: South Dr

FB B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	27	14	0	96	0	86	0	0	0	0	0
Future Volume (vph)	54	27	14	0	96	0	86	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.949										
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1770	1744	0	0	3539	0	0	1752	0	0	0	0
Flt Permitted								0.950				
Satd. Flow (perm)	1863	1744	0	0	3539	0	0	1752	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15										
Link Speed (mph)		30			30			30				30
Link Distance (ft)		87			155			141				139
Travel Time (s)		2.0			3.5			3.2				3.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	6%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	29	15	0	104	0	93	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	44	0	0	104	0	0	93	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0				0
Link Offset(ft)		0			0			0				30
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2				
Detector Template	Left	Thru		Left	Thru		Left	Thru				
Leading Detector (ft)	20	100		20	100		20	100				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	20	6		20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4			8			2					
Detector Phase	4	4		8	8		2	2				
Switch Phase												

Lanes, Volumes, Timings
415: South Dr

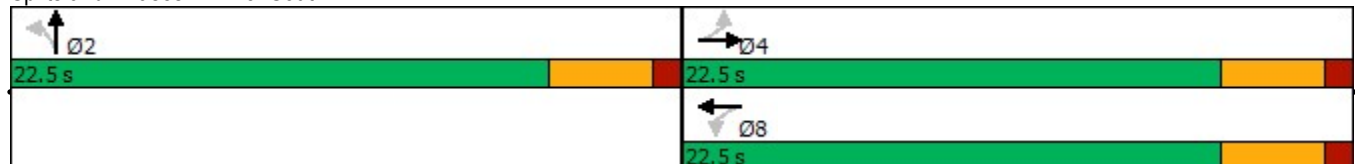
FB B Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0				
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%				
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0				
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	None	None		None	None		Min	Min				
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)	6.8	6.8			6.7			16.7				
Actuated g/C Ratio	0.30	0.30			0.29			0.73				
v/c Ratio	0.11	0.08			0.10			0.07				
Control Delay	6.1	4.7			5.9			4.7				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay	6.1	4.7			5.9			4.7				
LOS	A	A			A			A				
Approach Delay		5.5			5.9			4.7				
Approach LOS		A			A			A				
Queue Length 50th (ft)	2	1			1			0				
Queue Length 95th (ft)	14	10			10			20				
Internal Link Dist (ft)		7			75			61				59
Turn Bay Length (ft)												
Base Capacity (vph)	1461	1371			2776			1572				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.04	0.03			0.04			0.06				













Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 23
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.11
 Intersection Signal Delay: 5.4
 Intersection Capacity Utilization 21.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 415: South Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	41	26	34	3	0	24	0	31	324	0	286
Future Volume (vph)	0	41	26	34	3	0	24	0	31	324	0	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt			0.850						0.850		0.933	0.850
Flt Protected					0.956		0.950			0.950	0.973	
Satd. Flow (prot)	0	1863	1583	0	3383	0	1770	0	1583	1681	1539	1504
Flt Permitted					0.955		0.607			0.950	0.973	
Satd. Flow (perm)	0	1863	1583	0	3380	0	1131	0	1583	1681	1539	1504
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36						36		100	211
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		462			492			355			249	
Travel Time (s)		10.5			11.2			8.1			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	45	28	37	3	0	26	0	34	352	0	311
Shared Lane Traffic (%)										35%		32%
Lane Group Flow (vph)	0	45	28	0	40	0	26	0	34	229	223	211
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		4			4			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA		Perm		Perm	Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

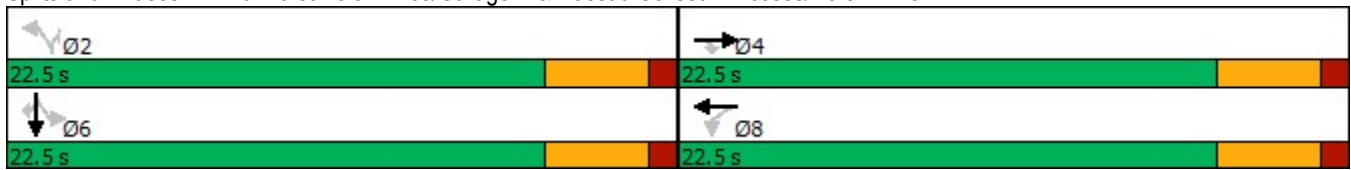
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		6.3	6.3		6.2		22.8		22.8	22.8	22.8	22.8
Actuated g/C Ratio		0.22	0.22		0.22		0.80		0.80	0.80	0.80	0.80
v/c Ratio		0.11	0.07		0.05		0.03		0.03	0.17	0.18	0.17
Control Delay		10.6	4.8		10.0		3.7		2.0	3.5	2.5	1.4
Queue Delay		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		10.6	4.8		10.0		3.7		2.0	3.5	2.5	1.4
LOS		B	A		A		A		A	A	A	A
Approach Delay		8.4			10.0			2.7			2.5	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		5	0		2		0		0	0	0	0
Queue Length 95th (ft)		21	10		10		8		6	43	31	15
Internal Link Dist (ft)		382			412			275			169	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1188	1023		2156		936		1317	1392	1291	1281
Starvation Cap Reductn		0	0		0		0		0	0	0	0
Spillback Cap Reductn		0	0		0		0		0	0	0	0
Storage Cap Reductn		0	0		0		0		0	0	0	0
Reduced v/c Ratio		0.04	0.03		0.02		0.03		0.03	0.16	0.17	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 28.6
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.18
 Intersection Signal Delay: 3.4
 Intersection Capacity Utilization 34.6%
 Analysis Period (min) 15












Intersection LOS: A
 ICU Level of Service A







Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



Lanes, Volumes, Timings
417: North Drive/North Dr & Rideshare Entrance

FB B Weekday PM peak hour
05/23/2024

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 			
Traffic Volume (vph)	41	355	37	620	0	0
Future Volume (vph)	41	355	37	620	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Frt			0.866	0.850		
Flt Protected		0.995				
Satd. Flow (prot)	0	3522	2936	1441	0	0
Flt Permitted		0.922				
Satd. Flow (perm)	0	3263	2936	1441	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			337	337		
Link Speed (mph)		30	30		30	
Link Distance (ft)		492	350		103	
Travel Time (s)		11.2	8.0		2.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	386	40	674	0	0
Shared Lane Traffic (%)				50%		
Lane Group Flow (vph)	0	431	377	337	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	D.P+P	NA	NA	Perm		
Protected Phases	1	1 2	2			
Permitted Phases	2			2		

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	11.0		29.0	29.0		
Total Split (%)	27.5%		72.5%	72.5%		
Maximum Green (s)	6.5		24.5	24.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		None	None		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)		19.5	13.1	13.1		
Actuated g/C Ratio		0.67	0.45	0.45		
v/c Ratio		0.19	0.25	0.40		
Control Delay		1.0	1.3	2.2		
Queue Delay		0.0	0.0	0.0		
Total Delay		1.0	1.3	2.2		
LOS		A	A	A		
Approach Delay		1.0	1.7			
Approach LOS		A	A			
Queue Length 50th (ft)		0	1	0		
Queue Length 95th (ft)		0	10	19		
Internal Link Dist (ft)		412	270		23	
Turn Bay Length (ft)				200		
Base Capacity (vph)		3025	2542	1274		
Starvation Cap Reductn		0	0	0		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.14	0.15	0.26		







Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 29
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 1.4
 Intersection Capacity Utilization 44.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Volume (vph)	0	95	182	0	0	404
Future Volume (vph)	0	95	182	0	0	404
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		77	110		126	
Travel Time (s)		1.8	2.5		2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	103	198	0	0	439
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	103	198	0	0	439
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 36.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 419: South Dr

FB B Weekday PM peak hour
 05/23/2024

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Volume (veh/h)	0	95	182	0	0	404
Future Volume (Veh/h)	0	95	182	0	0	404
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	103	198	0	0	439
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		298	197			
pX, platoon unblocked						
vC, conflicting volume	198				250	99
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	198				250	99
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	53
cM capacity (veh/h)	1372				717	937
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	52	52	99	99	439	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	439	
cSH	1700	1700	1700	1700	937	
Volume to Capacity	0.03	0.03	0.06	0.06	0.47	
Queue Length 95th (ft)	0	0	0	0	63	
Control Delay (s)	0.0	0.0	0.0	0.0	12.2	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		12.2	
Approach LOS					B	
Intersection Summary						
Average Delay			7.2			
Intersection Capacity Utilization			36.7%		ICU Level of Service	A
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	0	140	0	3	0	145	356	8	1	546	63
Future Volume (vph)	78	0	140	0	3	0	145	356	8	1	546	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.96	0.98				0.99	1.00			1.00	
Frt			0.850					0.997			0.986	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1668	1222	0	1773	0	1504	1839	0	0	1931	0
Flt Permitted		0.756					0.351				0.999	
Satd. Flow (perm)	0	1273	1200	0	1773	0	553	1839	0	0	1929	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71					2			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	23		6	6		23	16		6	6		16
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	11%	0%	0%	0%	12%	3%	0%	0%	3%	3%
Parking (#/hr)			0									
Adj. Flow (vph)	81	0	146	0	3	0	151	371	8	1	569	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	146	0	3	0	151	379	0	0	636	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

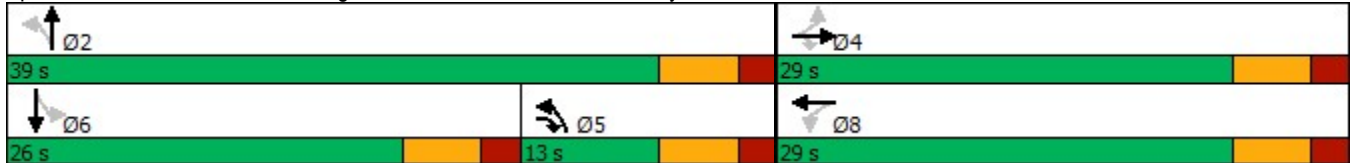
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	Perm	NA	pm+ov	NA			pm+pt	NA	Perm		NA	
Protected Phases	4		5	8			5	2			6	
Permitted Phases	4	4		8	8			2			6	
Detector Phase	4	4	5	8	8	5			2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0	3.0			20.0	20.0	20.0	20.0
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0	9.0			26.0	26.0	26.0	26.0
Total Split (s)	29.0	29.0	13.0	29.0	29.0	13.0			39.0	26.0	26.0	26.0
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%	19.1%			57.4%	38.2%	38.2%	38.2%
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0	7.0			33.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0			2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0			0.0	0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0			6.0	6.0			6.0	6.0
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0			0.2	0.2	0.2	0.2
Recall Mode	None	None	None	None	None	None			Min	Min	Min	Min
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)	11.8		13.6	11.8			35.6	38.5			22.7	
Actuated g/C Ratio	0.23		0.26	0.23			0.69	0.74			0.44	
v/c Ratio	0.28		0.40	0.01			0.30	0.28			0.75	
Control Delay	20.8		9.2	17.0			10.2	6.4			24.8	
Queue Delay	0.0		0.0	0.0			0.0	0.0			0.0	
Total Delay	20.8		9.2	17.0			10.2	6.4			24.8	
LOS	C		A	B			B	A			C	
Approach Delay	13.3					17.0			7.5			24.8
Approach LOS	B					B			A			C
Queue Length 50th (ft)	23		15	1			19	53			188	
Queue Length 95th (ft)	54		42	6			58	138			#461	
Internal Link Dist (ft)	363					88			242			114
Turn Bay Length (ft)						100						
Base Capacity (vph)	581		380	809			516	1315			848	
Starvation Cap Reductn	0		0	0			0	0			0	
Spillback Cap Reductn	0		0	0			0	0			0	
Storage Cap Reductn	0		0	0			0	0			0	
Reduced v/c Ratio	0.14		0.38	0.00			0.29	0.29			0.75	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 51.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 16.4
 Intersection Capacity Utilization 78.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 420: Washington St & W Columbus St/Driveway











N-3 2030 Build Conditions

N-3.3 Friday Evening peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	1665	2476	88	0	59
Future Volume (vph)	0	1665	2476	88	0	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.995			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5112	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5112	0	0	1611
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	1%	0%	0%	2%
Adj. Flow (vph)	0	1810	2691	96	0	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1810	2787	0	0	64
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 60.1% ICU Level of Service B
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

FB B Friday Evening peak hour
 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	1665	2476	88	0	59	
Future Volume (Veh/h)	0	1665	2476	88	0	59	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	1810	2691	96	0	64	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.82		
vC, conflicting volume	2691				3342	945	
vC1, stage 1 conf vol					2739		
vC2, stage 2 conf vol					603		
vCu, unblocked vol	2691				3091	945	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	76	
cM capacity (veh/h)	156				32	263	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	603	603	603	1076	1076	634	64
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	96	64
cSH	1700	1700	1700	1700	1700	1700	263
Volume to Capacity	0.35	0.35	0.35	0.63	0.63	0.37	0.24
Queue Length 95th (ft)	0	0	0	0	0	0	23
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	23.1
Lane LOS							C
Approach Delay (s)	0.0			0.0			23.1
Approach LOS							C
Intersection Summary							
Average Delay			0.3				
Intersection Capacity Utilization			60.1%		ICU Level of Service		B
Analysis Period (min)			15				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	29	13	1317	116	10	78	2074	373	96	9	119	220
Future Volume (vph)	29	13	1317	116	10	78	2074	373	96	9	119	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		500		275	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.86	0.91	0.97
Ped Bike Factor		1.00		0.99		1.00		0.99				
Frt				0.850				0.850		0.917	0.850	
Flt Protected		0.950				0.950			0.950	0.982		0.950
Satd. Flow (prot)	0	3293	5085	1652	0	3326	5136	1669	1586	2855	1455	2867
Flt Permitted		0.950				0.950			0.950	0.982		0.950
Satd. Flow (perm)	0	3293	5085	1632	0	3325	5136	1647	1586	2855	1455	2867
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		2		2		2		2				
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	2%	1%	0%	2%	1%	0%	7%	0%	1%	14%
Adj. Flow (vph)	32	14	1432	126	11	85	2254	405	104	10	129	239
Shared Lane Traffic (%)									40%		50%	
Lane Group Flow (vph)	0	46	1432	126	0	96	2254	405	62	117	64	239
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			26		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	7	11
Future Volume (vph)	7	11
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.910	
Flt Protected		
Satd. Flow (prot)	1614	0
Flt Permitted		
Satd. Flow (perm)	1614	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	8	12
Shared Lane Traffic (%)		
Lane Group Flow (vph)	20	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	50	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		6.7	86.7	160.0		10.4	92.6	160.0	12.5	12.5	12.5	21.3
Actuated g/C Ratio		0.04	0.54	1.00		0.06	0.58	1.00	0.08	0.08	0.08	0.13
v/c Ratio		0.33	0.52	0.08		0.44	0.76	0.25	0.50	0.52	0.57	0.63
Control Delay		103.4	8.9	0.1		78.6	29.5	0.4	83.8	78.7	89.3	71.8
Queue Delay		0.0	0.1	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		103.4	9.0	0.1		78.6	29.5	0.4	83.8	78.7	89.3	71.8
LOS		F	A	A		E	C	A	F	E	F	E
Approach Delay			11.0				27.0			82.8		
Approach LOS			B				C			F		
Queue Length 50th (ft)		26	162	0		51	621	0	69	69	72	126
Queue Length 95th (ft)		42	360	0		82	#1003	0	125	106	128	153
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		500		275	475			250
Base Capacity (vph)		473	2756	1632		478	2973	1647	168	303	154	662
Starvation Cap Reductn		0	228	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.10	0.57	0.08		0.20	0.76	0.25	0.37	0.39	0.42	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	15.0	
Total Split (s)	45.0	
Total Split (%)	28.1%	
Maximum Green (s)	37.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	36.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	21.3	
Actuated g/C Ratio	0.13	
v/c Ratio	0.09	
Control Delay	57.4	
Queue Delay	0.0	
Total Delay	57.4	
LOS	E	
Approach Delay	70.7	
Approach LOS	E	
Queue Length 50th (ft)	19	
Queue Length 95th (ft)	42	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	373	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.05	
Intersection Summary		

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 26.8

Intersection LOS: C







Intersection Capacity Utilization 71.3%

ICU Level of Service C

Analysis Period (min) 15













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

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1 29 s	 Ø2 (R) 61 s	 Ø4 45 s	 Ø3 25 s
 Ø5 29 s	 Ø6 (R) 61 s		

Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

FB B Friday Evening peak hour
05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	10	1423	40	2	114	2093	51	50	
Future Volume (vph)	10	1423	40	2	114	2093	51	50	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			0.99		0.99		
Frt		0.996					0.933		
Flt Protected					0.950		0.975		
Satd. Flow (prot)	0	5061	0	0	1787	6408	1842	0	
Flt Permitted		0.887			0.950		0.975		
Satd. Flow (perm)	0	4489	0	0	1777	6408	1838	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		5					25		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		3	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	2%	3%	0%	1%	2%	3%	2%	
Adj. Flow (vph)	11	1547	43	2	124	2275	55	54	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1601	0	0	126	2275	109	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

FB B Friday Evening peak hour
 05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	115.0	115.0		20.0	20.0	90.0	25.0		45.0
Total Split (%)	71.9%	71.9%		12.5%	12.5%	56.3%	15.6%		28%
Maximum Green (s)	108.0	108.0		13.3	13.3	83.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		111.7			14.4	115.0	12.6		
Actuated g/C Ratio		0.70			0.09	0.72	0.08		
v/c Ratio		0.51			0.79	0.49	0.65		
Control Delay		1.4			100.1	3.6	72.3		
Queue Delay		0.0			0.0	0.1	0.0		
Total Delay		1.4			100.1	3.7	72.3		
LOS		A			F	A	E		
Approach Delay		1.4				8.7	72.3		
Approach LOS		A				A	E		
Queue Length 50th (ft)		17			139	41	86		
Queue Length 95th (ft)		5			m#209	101	152		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3134			165	4607	221		
Starvation Cap Reductn		1			0	570	0		
Spillback Cap Reductn		0			0	16	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.51			0.76	0.56	0.49		

Intersection Summary

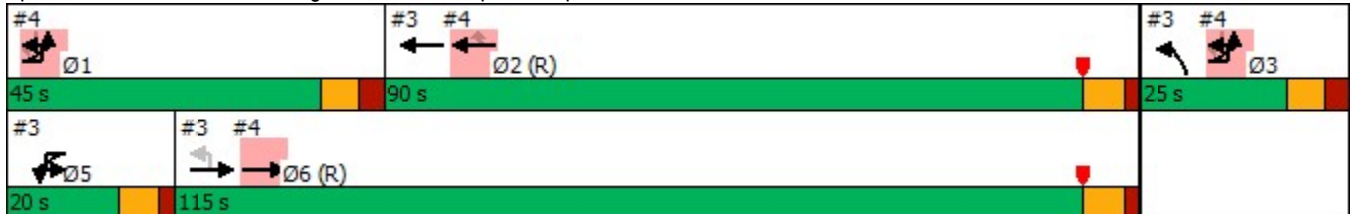
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79

Intersection Signal Delay: 7.6
 Intersection Capacity Utilization 84.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service E













- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B Friday Evening peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	17	42	1473	1619	535	0	56			
Future Volume (vph)	17	42	1473	1619	535	0	56			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	19	47	1655	1819	601	0	63			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	66	1655	1819	601	0	63			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B Friday Evening peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		30.3	111.7	115.0	115.0		30.3			
Actuated g/C Ratio		0.19	0.70	0.72	0.72		0.19			
v/c Ratio		0.10	0.47	0.50	0.51		0.11			
Control Delay		56.6	9.1	2.2	3.3		53.0			
Queue Delay		0.0	0.0	0.0	0.0		0.0			
Total Delay		56.6	9.1	2.2	3.3		53.0			
LOS		E	A	A	A		D			
Approach Delay			10.9	2.5		53.0				
Approach LOS			B	A		D				
Queue Length 50th (ft)		31	252	31	29		31			
Queue Length 95th (ft)		m43	m271	50	51		53			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1218	3549	3656	1183		1022			
Starvation Cap Reductn		0	0	135	20		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.05	0.47	0.52	0.52		0.06			

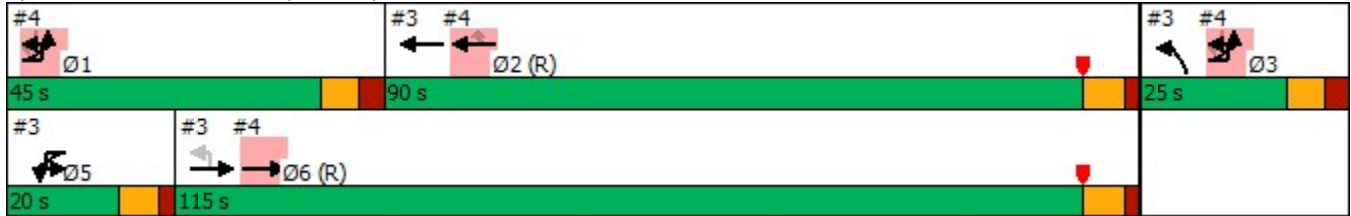
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79

Intersection Signal Delay: 6.7
 Intersection Capacity Utilization 53.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.






















Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

FB B Friday Evening peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	156	874	78	59	216	1291	125	96	216	105	510
Future Volume (vph)	6	156	874	78	59	216	1291	125	96	216	105	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	1.00	1.00		
Frt				0.850				0.850		0.952		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3177	5085	1507	0	3474	5085	1516	1369	3191	0	1557
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3175	5085	1483	0	3469	5085	1496	1363	3190	0	1557
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		2		3		3		2	9			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	2%	0%	0%	1%	2%	3%	16%	4%	0%	2%
Adj. Flow (vph)	7	181	1016	91	69	251	1501	145	112	251	122	593
Shared Lane Traffic (%)									10%			50%
Lane Group Flow (vph)	0	188	1016	91	0	320	1501	145	101	384	0	296
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	249	179
Future Volume (vph)	249	179
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.98
Frt	0.995	0.850
Flt Protected	0.976	
Satd. Flow (prot)	2990	1379
Flt Permitted	0.976	
Satd. Flow (perm)	2990	1346
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		9
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	290	208
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	608	187
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			3	3			0					1
Act Effct Green (s)		13.8	54.9	54.9		19.1	60.2	160.0	22.4	22.4		33.6
Actuated g/C Ratio		0.09	0.34	0.34		0.12	0.38	1.00	0.14	0.14		0.21
v/c Ratio		0.69	0.58	0.18		0.77	0.79	0.10	0.53	0.86		0.91
Control Delay		95.8	41.4	39.3		86.8	44.6	0.1	74.5	86.2		92.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		95.8	41.4	39.3		86.8	44.6	0.1	74.5	86.2		92.0
LOS		F	D	D		F	D	A	E	F		F
Approach Delay			49.2				48.2					83.7
Approach LOS			D				D					F
Queue Length 50th (ft)		106	290	44		159	322	0	108	218		337
Queue Length 95th (ft)		144	266	93		191	519	0	173	#272		#498
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		496	1746	509		542	1912	1496	196	458		327
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.38	0.58	0.18		0.59	0.79	0.10	0.52	0.84		0.91







Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	33.6	33.6
Actuated g/C Ratio	0.21	0.21
v/c Ratio	0.97	0.66
Control Delay	91.0	70.9
Queue Delay	0.0	0.0
Total Delay	91.0	70.9
LOS	F	E
Approach Delay	87.8	
Approach LOS	F	
Queue Length 50th (ft)	373	200
Queue Length 95th (ft)	#478	287
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	627	282
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.97	0.66
Intersection Summary		













Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 61.0
 Intersection Capacity Utilization 92.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 56 s	 Ø3 31 s	 Ø4 41 s
 Ø5 32 s	 Ø6 (R) 56 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	103	0	76	298	2	248	1	53	398	45	1	314
Future Volume (vph)	103	0	76	298	2	248	1	53	398	45	1	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		115		285		110
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				70				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor								1.00				
Frt		0.943			0.851					0.850		
Flt Protected		0.972		0.950				0.950				0.950
Satd. Flow (prot)	0	1734	0	1805	1617	0	0	1805	4988	1615	0	1805
Flt Permitted		0.557		0.626				0.345				0.336
Satd. Flow (perm)	0	994	0	1189	1617	0	0	654	4988	1615	0	638
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			306					82		
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)								3				
Confl. Bikes (#/hr)												
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	127	0	94	368	2	306	1	65	491	56	1	388
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	221	0	368	308	0	0	66	491	56	0	389
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				32			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		20	30	6	20	20	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)									94			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	562	68
Future Volume (vph)	562	68
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.984	
Flt Protected		
Satd. Flow (prot)	4957	0
Flt Permitted		
Satd. Flow (perm)	4957	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	19	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		3
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	694	84
Shared Lane Traffic (%)		
Lane Group Flow (vph)	778	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)									0.0			
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	19.0	19.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	25.0	25.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0			6.0	6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				0	0				0	0		
Act Effct Green (s)		33.0		33.0	33.0			26.8	19.3	19.3		40.6
Actuated g/C Ratio		0.38		0.38	0.38			0.31	0.22	0.22		0.47
v/c Ratio		0.51		0.81	0.38			0.22	0.44	0.13		0.77
Control Delay		16.2		37.6	3.4			18.1	31.9	4.4		29.6
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		16.2		37.6	3.4			18.1	31.9	4.4		29.6
LOS		B		D	A			B	C	A		C
Approach Delay		16.2			22.0				27.9			
Approach LOS		B			C				C			
Queue Length 50th (ft)		54		174	1			19	85	0		138
Queue Length 95th (ft)		96		238	29			46	122	12		#250
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115		285		110
Base Capacity (vph)		578		646	1019			488	2359	807		522
Starvation Cap Reductn		0		0	0			0	0	0		0
Spillback Cap Reductn		0		0	0			0	0	0		0
Storage Cap Reductn		0		0	0			0	0	0		0
Reduced v/c Ratio		0.38		0.57	0.30			0.14	0.21	0.07		0.75

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 85.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 24.9
 Intersection LOS: C

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	19.0	
Minimum Split (s)	25.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	29.8	
Actuated g/C Ratio	0.35	
v/c Ratio	0.45	
Control Delay	25.1	
Queue Delay	0.0	
Total Delay	25.1	
LOS	C	
Approach Delay	26.6	
Approach LOS	C	
Queue Length 50th (ft)	122	
Queue Length 95th (ft)	173	
Internal Link Dist (ft)	313	
Turn Bay Length (ft)		
Base Capacity (vph)	2354	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.33	

Intersection Summary

Intersection Capacity Utilization 80.2%





























ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access

 Ø1	 Ø2	 Ø4
22 s	46 s	52 s
 Ø5	 Ø6	 Ø8
22 s	46 s	52 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 		 		  			 	 
Traffic Volume (vph)	297	14	315	69	0	383	0	737	13	55	66	561
Future Volume (vph)	297	14	315	69	0	383	0	737	13	55	66	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	2		1	1		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor			0.99	1.00		0.99						
Frt			0.850			0.850		0.997				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3502	1900	1568	1805	0	2842	0	6330	0	0	1805	3574
Flt Permitted	0.950			0.950							0.213	
Satd. Flow (perm)	3502	1900	1549	1802	0	2805	0	6330	0	0	405	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			380			461		2				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			450			581				476
Travel Time (s)		15.0			10.2			11.3				9.3
Confl. Peds. (#/hr)			1	1			1					
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	2%	3%	0%	0%	0%	1%
Adj. Flow (vph)	358	17	380	83	0	461	0	888	16	66	80	676
Shared Lane Traffic (%)												
Lane Group Flow (vph)	358	17	380	83	0	461	0	904	0	0	146	676
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		0						0				0
Act Effct Green (s)	15.4	8.3	65.9	13.4		13.4		24.3			38.1	38.1
Actuated g/C Ratio	0.23	0.13	1.00	0.20		0.20		0.37			0.58	0.58
v/c Ratio	0.44	0.07	0.25	0.23		0.49		0.39			0.37	0.33
Control Delay	23.7	32.6	0.4	27.4		5.3		16.4			10.1	8.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	23.7	32.6	0.4	27.4		5.3		16.4			10.1	8.3
LOS	C	C	A	C		A		B			B	A
Approach Delay		12.2			8.7			16.4				8.6
Approach LOS		B			A			B				A
Queue Length 50th (ft)	58	6	0	25		0		69			22	61
Queue Length 95th (ft)	105	27	0	78		30		125			63	128
Internal Link Dist (ft)		908			370			501				396
Turn Bay Length (ft)			700			200					140	
Base Capacity (vph)	3298	894	1549	850		1564		3975			1144	3540
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.11	0.02	0.25	0.10		0.29		0.23			0.13	0.19

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 65.9
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 11.9
 Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 65.2%

ICU Level of Service C













Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	612	262	11	11	293	26	0	0	31
Future Volume (vph)	0	0	0	612	262	11	11	293	26	0	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt						0.850						0.984
Flt Protected				0.950	0.974			0.950				
Satd. Flow (prot)	0	0	0	1626	3095	1470	0	3403	3471	0	0	3453
Flt Permitted				0.950	0.974			0.950				
Satd. Flow (perm)	0	0	0	1626	3095	1470	0	3389	3471	0	0	3453
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						4
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								2			1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	5%	0%	0%	3%	4%	0%	0%	3%
Adj. Flow (vph)	0	0	0	673	288	12	12	322	29	0	0	34
Shared Lane Traffic (%)				50%		10%						
Lane Group Flow (vph)	0	0	0	336	626	11	0	334	29	0	0	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	4	
Future Volume (vph)	4	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	2	
Peak Hour Factor	0.91	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	4	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				32.2	32.2	32.2		15.1	23.8			10.5
Actuated g/C Ratio				0.45	0.45	0.45		0.21	0.34			0.15
v/c Ratio				0.45	0.44	0.02		0.46	0.02			0.07
Control Delay				18.0	16.2	0.0		29.0	14.8			29.9
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				18.0	16.2	0.0		29.0	14.8			29.9
LOS				B	B	A		C	B			C
Approach Delay					16.6				27.8			29.9
Approach LOS					B				C			C
Queue Length 50th (ft)				128	126	0		79	4			8
Queue Length 95th (ft)				226	192	0		119	12			23
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)				150				220				
Base Capacity (vph)				847	2043	1393		1266	3078			1801
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.40	0.31	0.01		0.26	0.01			0.02

Intersection Summary

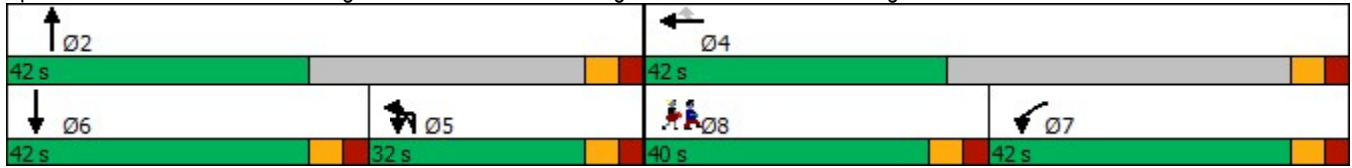
Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 70.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 19.9
 Intersection Capacity Utilization 51.9%










Intersection LOS: B
 ICU Level of Service A

Lane Group	SBR	Ø8
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1464	37	0	1649	0	91
Future Volume (vph)	1464	37	0	1649	0	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	0.86	1.00	1.00
Fr _t	0.996					0.865
Flt Protected						
Satd. Flow (prot)	6436	0	0	6346	0	1644
Flt Permitted						
Satd. Flow (perm)	6436	0	0	6346	0	1644
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	453	
Travel Time (s)	9.8			1.9	10.3	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	7%	2%	3%	2%	0%
Adj. Flow (vph)	1743	44	0	1963	0	108
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1787	0	0	1963	0	108
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 34.1% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 9: James Doolittle Blvd & Charles Lindbergh Blvd

FB B Friday Evening peak hour
 05/23/2024

										
Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Lane Configurations										
Traffic Volume (veh/h)	1464	37	0	1649	0	91				
Future Volume (Veh/h)	1464	37	0	1649	0	91				
Sign Control	Free			Free	Yield					
Grade	0%			0%	0%					
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84				
Hourly flow rate (vph)	1743	44	0	1963	0	108				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type	Raised			Raised						
Median storage veh	1			1						
Upstream signal (ft)	646									
pX, platoon unblocked										
vC, conflicting volume			1743			2256	458			
vC1, stage 1 conf vol						1765				
vC2, stage 2 conf vol						491				
vCu, unblocked vol			1743			2256	458			
tC, single (s)			4.1			6.8	6.9			
tC, 2 stage (s)						5.8				
tF (s)			2.2			3.5	3.3			
p0 queue free %			100			100	81			
cM capacity (veh/h)			357			101	556			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	
Volume Total	498	498	498	293	491	491	491	491	108	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	44	0	0	0	0	108	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	556	
Volume to Capacity	0.29	0.29	0.29	0.17	0.29	0.29	0.29	0.29	0.19	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	18	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	
Lane LOS									B	
Approach Delay (s)	0.0				0.0				13.0	
Approach LOS									B	
Intersection Summary										
Average Delay			0.4							
Intersection Capacity Utilization			34.1%		ICU Level of Service				A	
Analysis Period (min)			15							







						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1555	1614	23	0	35
Future Volume (vph)	0	1555	1614	23	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	0.86	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	6471	6335	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	6471	6335	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	0	1851	1921	27	0	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1851	1948	0	0	42
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	















Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 33.8% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 10: Charles Lindbergh Blvd & Perimeter Rd

FB B Friday Evening peak hour
 05/23/2024

										
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations		↑↑↑	↑↑↑			↗				
Traffic Volume (veh/h)	0	1555	1614	23	0	35				
Future Volume (Veh/h)	0	1555	1614	23	0	35				
Sign Control		Free	Free		Yield					
Grade		0%	0%		0%					
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84				
Hourly flow rate (vph)	0	1851	1921	27	0	42				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		Raised	Raised							
Median storage (veh)		1	1							
Upstream signal (ft)		770								
pX, platoon unblocked										
vC, conflicting volume	1921					2397	494			
vC1, stage 1 conf vol						1934				
vC2, stage 2 conf vol						463				
vCu, unblocked vol	1921					2397	494			
tC, single (s)	4.1					6.8	6.9			
tC, 2 stage (s)						5.8				
tF (s)	2.2					3.5	3.3			
p0 queue free %	100					100	92			
cM capacity (veh/h)	312					85	526			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	463	463	463	463	549	549	549	301	42	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	27	42	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	526	
Volume to Capacity	0.27	0.27	0.27	0.27	0.32	0.32	0.32	0.18	0.08	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	6	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4	
Lane LOS									B	
Approach Delay (s)	0.0					0.0				12.4
Approach LOS									B	
Intersection Summary										
Average Delay			0.1							
Intersection Capacity Utilization			33.8%	ICU Level of Service				A		
Analysis Period (min)			15							

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	226	0	47	403	530	245
Future Volume (vph)	226	0	47	403	530	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Fr						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	0	1626	3539	3539	1509
Flt Permitted	0.950		0.418			
Satd. Flow (perm)	3433	0	715	3539	3539	1509
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						278
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	11%	2%	2%	7%
Adj. Flow (vph)	257	0	53	458	602	278
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	53	458	602	278
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	9.3		28.4	26.3	20.4	20.4
Actuated g/C Ratio	0.19		0.59	0.55	0.43	0.43
v/c Ratio	0.38		0.10	0.24	0.40	0.35
Control Delay	19.7		5.7	5.8	11.9	3.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.7		5.7	5.8	11.9	3.4
LOS	B		A	A	B	A
Approach Delay	19.7			5.8	9.2	
Approach LOS	B			A	A	
Queue Length 50th (ft)	36		6	28	68	0
Queue Length 95th (ft)	62		17	51	109	36
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1831		921	3141	1510	803
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.14		0.06	0.15	0.40	0.35

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 47.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 9.8
 Intersection Capacity Utilization 41.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke













FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	118	1281	339	1	53	1503	121	263	210	66	118	323
Future Volume (vph)	118	1281	339	1	53	1503	121	263	210	66	118	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00					1.00						
Frt			0.850			0.989			0.964			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1787	5085	1599	0	1737	6384	0	3502	3353	0	3433	3539
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1787	5085	1599	0	1737	6384	0	3502	3353	0	3433	3539
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	1						1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	1%	0%	4%	1%	3%	0%	5%	0%	2%	2%
Adj. Flow (vph)	128	1392	368	1	58	1634	132	286	228	72	128	351
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	1392	368	0	59	1766	0	286	300	0	128	351
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	209
Future Volume (vph)	209
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	227
Shared Lane Traffic (%)	
Lane Group Flow (vph)	227
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
 12: Merrick Ave & Hempstead Tpke

FB B Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	34.0	60.0		34.0	34.0	60.0		34.0	42.0		34.0	42.0
Total Split (%)	20.0%	35.3%		20.0%	20.0%	35.3%		20.0%	24.7%		20.0%	24.7%
Maximum Green (s)	26.7	53.0		26.7	26.7	53.0		27.0	34.0		27.0	34.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				0			0			0
Act Effct Green (s)	17.5	87.4	112.6		11.1	78.2		18.2	34.3		10.7	26.8
Actuated g/C Ratio	0.10	0.51	0.66		0.07	0.46		0.11	0.20		0.06	0.16
v/c Ratio	0.70	0.53	0.35		0.52	0.60		0.76	0.44		0.59	0.63
Control Delay	92.9	31.2	15.8		90.8	44.5		87.1	60.6		88.5	71.5
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	92.9	31.2	15.8		90.8	44.5		87.1	60.6		88.5	71.5
LOS	F	C	B		F	D		F	E		F	E
Approach Delay		32.4				46.0			73.5			67.7
Approach LOS		C				D			E			E
Queue Length 50th (ft)	140	390	182		69	259		162	155		73	194
Queue Length 95th (ft)	211	524	299		124	639		210	193		109	240
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	280	2613	1141		272	2938		556	727		545	709
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.46	0.53	0.32		0.22	0.60		0.51	0.41		0.23	0.50

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 128 (75%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 47.1
 Intersection LOS: D

Lane Group	SBR
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	51.5
Actuated g/C Ratio	0.30
v/c Ratio	0.47
Control Delay	50.0
Queue Delay	0.0
Total Delay	50.0
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	206
Queue Length 95th (ft)	261
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	555
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.41
Intersection Summary	

Intersection Capacity Utilization 76.6%
 Analysis Period (min) 15















ICU Level of Service D

Splits and Phases: 12: Merrick Ave & Hempstead Tpke











Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

FB B Friday Evening peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations		 				 			
Traffic Volume (vph)	23	1417	30	36	17	1644	0	0	
Future Volume (vph)	23	1417	30	36	17	1644	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.997							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4948	0	0	1685	4916	0	0	
Flt Permitted	0.110				0.141				
Satd. Flow (perm)	195	4948	0	0	250	4916	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		5							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			7		7				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	2%	2%	2%	
Adj. Flow (vph)	26	1592	34	40	19	1847	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	26	1626	0	0	59	1847	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				
Detector Phase	2	2		6	6	6			

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

FB B Friday Evening peak hour
 05/23/2024








									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø3
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	137.0	137.0		137.0	137.0	137.0			33.0
Total Split (%)	80.6%	80.6%		80.6%	80.6%	80.6%			19%
Maximum Green (s)	130.0	130.0		130.0	130.0	130.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									2
Act Effct Green (s)	162.0	162.0			162.0	162.0			
Actuated g/C Ratio	0.95	0.95			0.95	0.95			
v/c Ratio	0.14	0.34			0.25	0.39			
Control Delay	2.0	0.8			4.0	1.3			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	2.0	0.8			4.0	1.3			
LOS	A	A			A	A			
Approach Delay		0.8				1.4			
Approach LOS		A				A			
Queue Length 50th (ft)	0	8			0	0			
Queue Length 95th (ft)	m4	44			18	118			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	186	4715			238	4685			
Starvation Cap Reductn	0	0			0	0			
Spillback Cap Reductn	0	0			0	0			
Storage Cap Reductn	0	0			0	0			
Reduced v/c Ratio	0.14	0.34			0.25	0.39			

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 163 (96%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 1.1
 Intersection Capacity Utilization 49.9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R)		 Ø3
137 s		33 s
 Ø6 (R)		
137 s		









Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	53	1352	70	3	26	1498	60	29
Future Volume (vph)	53	1352	70	3	26	1498	60	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			
Frt		0.993						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1770	5097	0	0	1805	5136	1805	1615
Flt Permitted	0.123				0.950		0.950	
Satd. Flow (perm)	229	5097	0	0	1804	5136	1805	1615
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		9						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			1		1			
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	62	1591	82	4	31	1762	71	34
Shared Lane Traffic (%)								
Lane Group Flow (vph)	62	1673	0	0	35	1762	71	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0

Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

FB B Friday Evening peak hour
 05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	114.0	114.0		20.0	20.0	134.0	36.0	36.0
Total Split (%)	67.1%	67.1%		11.8%	11.8%	78.8%	21.2%	21.2%
Maximum Green (s)	107.0	107.0		15.0	15.0	127.0	29.0	29.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							0	0
Act Effct Green (s)	133.1	133.1			7.8	143.9	12.1	12.1
Actuated g/C Ratio	0.78	0.78			0.05	0.85	0.07	0.07
v/c Ratio	0.35	0.42			0.43	0.41	0.55	0.30
Control Delay	10.3	3.7			104.6	0.5	92.0	80.2
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	10.3	3.7			104.6	0.5	92.0	80.2
LOS	B	A			F	A	F	F
Approach Delay		4.0				2.5	88.1	
Approach LOS		A				A	F	
Queue Length 50th (ft)	11	109			41	10	78	37
Queue Length 95th (ft)	13	79			m76	10	126	70
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	179	3993			159	4348	307	275
Starvation Cap Reductn	0	0			0	419	0	0
Spillback Cap Reductn	0	128			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.35	0.43			0.22	0.45	0.23	0.12

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 161 (95%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 5.7
 Intersection LOS: A

Intersection Capacity Utilization 58.9% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke



Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	11	1159	219	6	89	1297	168	261	116	53	265
Future Volume (vph)	3	11	1159	219	6	89	1297	168	261	116	53	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor			1.00			1.00						
Frt			0.976					0.850		0.953		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4835	0	0	1745	4916	1561	3351	1715	0	3351
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1745	4835	0	0	1745	4916	1561	3351	1715	0	3351
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)				1		1						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	2%	0%	1%	3%	0%	1%
Parking (#/hr)											0	
Adj. Flow (vph)	3	12	1274	241	7	98	1425	185	287	127	58	291
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	1515	0	0	105	1425	185	287	185	0	291
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	164	23
Future Volume (vph)	164	23
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	1804	0
Flt Permitted		
Satd. Flow (perm)	1804	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	0%	0%
Parking (#/hr)		
Adj. Flow (vph)	180	25
Shared Lane Traffic (%)		
Lane Group Flow (vph)	205	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	2 7	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	2 7	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		3.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		11.0
Total Split (s)	26.0	26.0	60.0		26.0	26.0	60.0		42.0	42.0		42.0
Total Split (%)	15.3%	15.3%	35.3%		15.3%	15.3%	35.3%		24.7%	24.7%		24.7%
Maximum Green (s)	19.0	19.0	52.0		18.0	18.0	52.0		34.0	34.0		34.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0				8.0	8.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			0				0					0
Act Effct Green (s)		6.2	71.0			18.0	91.2	124.5	23.8	23.8		25.2
Actuated g/C Ratio		0.04	0.42			0.11	0.54	0.73	0.14	0.14		0.15
v/c Ratio		0.24	0.75			0.57	0.54	0.16	0.61	0.77		0.59
Control Delay		98.4	44.2			85.3	29.8	9.1	73.8	90.9		71.6
Queue Delay		0.0	0.2			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		98.4	44.5			85.3	29.8	9.1	73.8	90.9		71.6
LOS		F	D			F	C	A	E	F		E
Approach Delay			45.0				30.9			80.5		
Approach LOS			D				C			F		
Queue Length 50th (ft)		17	321			113	342	49	157	202		157
Queue Length 95th (ft)		m42	#706			185	565	123	198	279		198
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		195	2019			184	2638	1223	670	343		670
Starvation Cap Reductn		0	92			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.08	0.79			0.57	0.54	0.15	0.43	0.54		0.43

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 123 (72%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

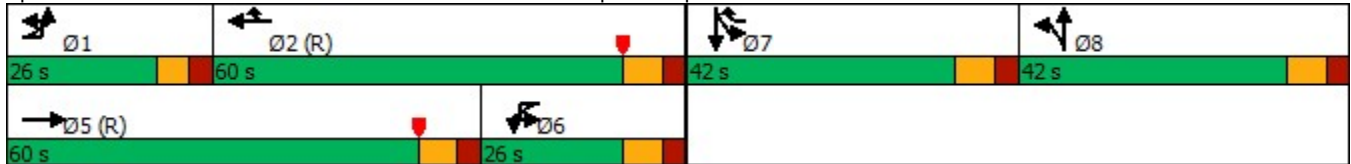
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	3.0	
Minimum Split (s)	11.0	
Total Split (s)	42.0	
Total Split (%)	24.7%	
Maximum Green (s)	34.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	25.2	
Actuated g/C Ratio	0.15	
v/c Ratio	0.77	
Control Delay	87.5	
Queue Delay	0.0	
Total Delay	87.5	
LOS	F	
Approach Delay	78.1	
Approach LOS	E	
Queue Length 50th (ft)	222	
Queue Length 95th (ft)	302	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	360	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.57	
Intersection Summary		

Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 47.2
 Intersection Capacity Utilization 77.7%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D













- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	29	4	201	2	3	26	1	65	455	9	18
Future Volume (vph)	1	29	4	201	2	3	26	1	65	455	9	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	11	12	12	12
Storage Length (ft)		0		0	0		0		420		0	105
Storage Lanes		0		2	0		0		2		0	1
Taper Length (ft)		0		0	0		0		80		0	70
Lane Util. Factor	1.00	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	1.00
Ped Bike Factor										1.00		1.00
Frt				0.850		0.885				0.997		
Flt Protected			0.957			0.997			0.950			0.950
Satd. Flow (prot)	0	0	1660	2814	0	1676	0	0	3027	3529	0	1805
Flt Permitted			0.725			0.978			0.265			0.461
Satd. Flow (perm)	0	0	1258	2814	0	1645	0	0	844	3529	0	875
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				88		29				4		
Link Speed (mph)			40			30				40		
Link Distance (ft)			756			287				1121		
Travel Time (s)			12.9			6.5				19.1		
Confl. Peds. (#/hr)											1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	11%	0%	1%	0%	0%	0%	0%	12%	2%	0%	0%
Adj. Flow (vph)	1	32	4	223	2	3	29	1	72	506	10	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	37	223	0	34	0	0	73	516	0	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left
Median Width(ft)			12			0				36		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			24			16				28		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	15
Number of Detectors	0	1	1	1	1	2		1	1	2		1
Detector Template		Left			Left			Left		Thru		
Leading Detector (ft)	0	20	30	25	20	22		20	25	100		25
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Size(ft)	0	20	30	25	20	6		20	25	6		25
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						12				94		
Detector 2 Size(ft)						10				6		
Detector 2 Type						Cl+Ex				Cl+Ex		
Detector 2 Channel												

Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	643	14
Future Volume (vph)	643	14
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor		
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3524	0
Flt Permitted		
Satd. Flow (perm)	3524	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	3	
Link Speed (mph)	40	
Link Distance (ft)	822	
Travel Time (s)	14.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	2%	8%
Adj. Flow (vph)	714	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	730	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	32	
Link Offset(ft)	0	
Crosswalk Width(ft)	40	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm
Protected Phases			4			8		5	5	2		
Permitted Phases	4	4		4 5	8			2	2			6
Detector Phase	4	4	4	4 5	8	8		5	5	2		6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0
Minimum Split (s)	12.0	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0
Total Split (s)	31.0	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0
Total Split (%)	34.4%	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%
Maximum Green (s)	25.0	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0
Lost Time Adjust (s)			0.0			0.0			0.0	0.0		0.0
Total Lost Time (s)			6.0			6.0			5.0	6.0		6.0
Lead/Lag								Lead	Lead			Lag
Lead-Lag Optimize?								Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2
Recall Mode	None	None	None		None	None		None	None	Min		Min
Walk Time (s)	8.0	8.0	8.0		8.0	8.0						
Flash Dont Walk (s)	22.0	22.0	22.0		22.0	22.0						
Pedestrian Calls (#/hr)	0	0	0		0	0						
Act Effct Green (s)			7.3	18.7		7.3			32.4	31.4		20.0
Actuated g/C Ratio			0.14	0.37		0.14			0.64	0.62		0.39
v/c Ratio			0.21	0.20		0.13			0.09	0.24		0.06
Control Delay			22.2	7.2		10.9			3.9	4.7		10.9
Queue Delay			0.0	0.0		0.0			0.0	0.0		0.0
Total Delay			22.2	7.2		10.9			3.9	4.7		10.9
LOS			C	A		B			A	A		B
Approach Delay			9.3			10.9				4.6		
Approach LOS			A			B				A		
Queue Length 50th (ft)			10	14		1			3	28		3
Queue Length 95th (ft)			31	34		20			8	51		15
Internal Link Dist (ft)			676			207				1041		
Turn Bay Length (ft)									420			105
Base Capacity (vph)			620	1822		826			1401	3524		483
Starvation Cap Reductn			0	0		0			0	0		0
Spillback Cap Reductn			0	0		0			0	0		0
Storage Cap Reductn			0	0		0			0	0		0
Reduced v/c Ratio			0.06	0.12		0.04			0.05	0.15		0.04

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 50.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 9.6
 Intersection LOS: A

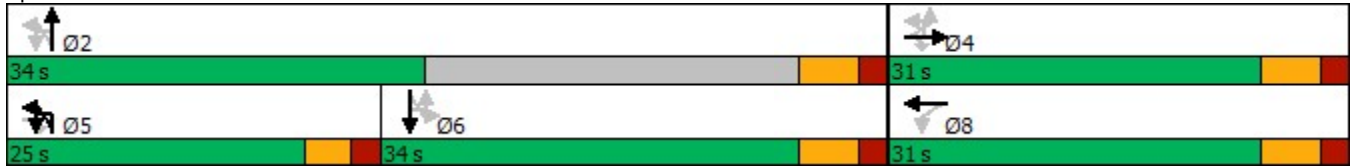
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	34.0	
Total Split (%)	37.8%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	20.0	
Actuated g/C Ratio	0.39	
v/c Ratio	0.52	
Control Delay	13.6	
Queue Delay	0.0	
Total Delay	13.6	
LOS	B	
Approach Delay	13.6	
Approach LOS	B	
Queue Length 50th (ft)	81	
Queue Length 95th (ft)	136	
Internal Link Dist (ft)	742	
Turn Bay Length (ft)		
Base Capacity (vph)	1948	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.37	

Intersection Summary

Intersection Capacity Utilization 54.4%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate















Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	41	973	72	23	80	1370	98	53	51	48	71
Future Volume (vph)	5	41	973	72	23	80	1370	98	53	51	48	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.97		1.00		0.98		0.99	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.975		0.950
Satd. Flow (prot)	0	1685	5085	1463	0	1805	5036	1507	0	1678	1463	1685
Flt Permitted		0.950				0.950				0.824		0.603
Satd. Flow (perm)	0	1683	5085	1424	0	1798	5036	1483	0	1410	1442	1068
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		6		6		5	14		2	2
Confl. Bikes (#/hr)								2			1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	2%	3%	0%	0%	3%	0%	4%	2%	3%	0%
Adj. Flow (vph)	6	51	1201	89	28	99	1691	121	65	63	59	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	1201	89	0	127	1691	121	0	128	59	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	25	46
Future Volume (vph)	25	46
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1642	1507
Flt Permitted		
Satd. Flow (perm)	1642	1471
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	8%	0%
Adj. Flow (vph)	31	57
Shared Lane Traffic (%)		
Lane Group Flow (vph)	31	57
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									2	2	2	2
Act Effct Green (s)		10.4	99.1	99.1		15.7	107.0	107.0		23.2	23.2	23.2
Actuated g/C Ratio		0.06	0.62	0.62		0.10	0.67	0.67		0.14	0.14	0.14
v/c Ratio		0.52	0.38	0.10		0.72	0.50	0.12		0.63	0.28	0.57
Control Delay		96.1	10.9	11.0		91.8	5.0	4.9		75.8	60.6	75.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		96.1	10.9	11.0		91.8	5.0	4.9		75.8	60.6	75.4
LOS		F	B	B		F	A	A		E	E	E
Approach Delay			14.5				10.7			71.0		
Approach LOS			B				B			E		
Queue Length 50th (ft)		62	141	18		133	108	16		131	57	89
Queue Length 95th (ft)		102	154	46		m181	129	m33		153	79	113
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		263	3150	882		282	3368	991		387	396	293
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.22	0.38	0.10		0.45	0.50	0.12		0.33	0.15	0.30

Intersection Summary

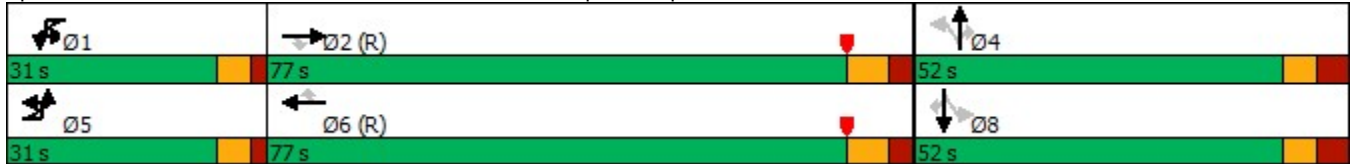
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	23.2	23.2
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.13	0.27
Control Delay	55.5	60.1
Queue Delay	0.0	0.0
Total Delay	55.5	60.1
LOS	E	E
Approach Delay	66.9	
Approach LOS	E	
Queue Length 50th (ft)	29	55
Queue Length 95th (ft)	48	77
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	451	404
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.14
Intersection Summary		

Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 17.9
 Intersection Capacity Utilization 85.7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.





















Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke



Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke














FB B Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	156	937	22	14	18	1270	173	6	17	9	3	131
Future Volume (vph)	156	937	22	14	18	1270	173	6	17	9	3	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0		125
Storage Lanes	2		1		1		1	0		0		1
Taper Length (ft)	135				85			0				65
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor			0.97		0.99							
Frt			0.850				0.850		0.961			
Flt Protected	0.950				0.950				0.990			0.950
Satd. Flow (prot)	2779	3539	1615	0	1745	3574	1392	0	1748	0	0	3370
Flt Permitted	0.950				0.950				0.900			0.950
Satd. Flow (perm)	2779	3539	1574	0	1732	3574	1392	0	1589	0	0	3370
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							188					
Link Speed (mph)		40				40			30			
Link Distance (ft)		498				580			260			
Travel Time (s)		8.5				9.9			5.9			
Confl. Peds. (#/hr)			5		5							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	26%	2%	0%	8%	0%	1%	16%	17%	0%	0%	0%	4%
Adj. Flow (vph)	170	1018	24	15	20	1380	188	7	18	10	3	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	170	1018	24	0	35	1380	188	0	35	0	0	145
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		44				56			0			
Link Offset(ft)		11				0			-5			
Crosswalk Width(ft)		48				30			30			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	2	2	1	1	2	2	1	1	2		1	2
Detector Template		Thru	Right	Left		Thru	Right	Left			Left	
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		20	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35			35
Detector 2 Size(ft)	20	6			20	6			20			20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0			0.0

Lane Group	SBT	SBR	Ø2
Lane Configurations			
Traffic Volume (vph)	22	176	
Future Volume (vph)	22	176	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor			
Frt	0.883	0.850	
Flt Protected			
Satd. Flow (prot)	1581	1519	
Flt Permitted			
Satd. Flow (perm)	1581	1519	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)			
Peak Hour Factor	0.92	0.92	
Heavy Vehicles (%)	0%	1%	
Adj. Flow (vph)	24	191	
Shared Lane Traffic (%)		45%	
Lane Group Flow (vph)	110	105	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B Friday Evening peak hour
 05/23/2024

													
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	Split	
Protected Phases	1	5		3	3	2 3			7		4	4	
Permitted Phases			5				2 3 4	7					
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0	
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0	
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0	
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%	
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0			0.0	
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0			7.0	
Lead/Lag	Lead			Lead	Lead						Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes	
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None	
Walk Time (s)											7.0	7.0	
Flash Dont Walk (s)											35.0	35.0	
Pedestrian Calls (#/hr)											0	0	
Act Effct Green (s)	14.4	98.2	98.2		12.6	96.5	119.0		8.0			15.5	
Actuated g/C Ratio	0.09	0.61	0.61		0.08	0.60	0.74		0.05			0.10	
v/c Ratio	0.68	0.47	0.02		0.26	0.64	0.17		0.44			0.44	
Control Delay	84.1	19.2	15.6		52.1	9.2	1.2		90.1			71.4	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	84.1	19.2	15.6		52.1	9.2	1.2		90.1			71.4	
LOS	F	B	B		D	A	A		F			E	
Approach Delay		28.2				9.2			90.1				
Approach LOS		C				A			F				
Queue Length 50th (ft)	90	305	10		37	200	11		36			75	
Queue Length 95th (ft)	130	420	28		m73	224	1		76			108	
Internal Link Dist (ft)		418				500			180				
Turn Bay Length (ft)	90		125		150		405					125	
Base Capacity (vph)	261	2172	966		141	2163	1213		139			716	
Starvation Cap Reductn	0	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0	0		0			0	
Storage Cap Reductn	0	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.65	0.47	0.02		0.25	0.64	0.15		0.25			0.20	

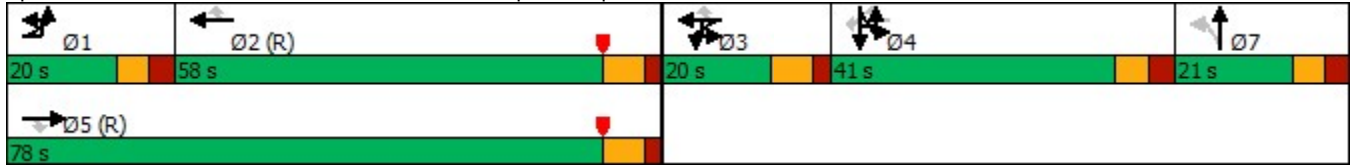
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 25.8
 Intersection LOS: C

	↓	↙	
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	15.5	15.5	
Actuated g/C Ratio	0.10	0.10	
v/c Ratio	0.72	0.71	
Control Delay	94.3	94.7	
Queue Delay	0.0	0.0	
Total Delay	94.3	94.7	
LOS	F	F	
Approach Delay	85.2		
Approach LOS	F		
Queue Length 50th (ft)	120	114	
Queue Length 95th (ft)	187	181	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	335	322	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.33	0.33	
Intersection Summary			

Intersection Capacity Utilization 74.3% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke



Lanes, Volumes, Timings
19: Merrick Ave & Front St

FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	259	141	142	324	57	164	431	160	150	543	149
Future Volume (vph)	71	259	141	142	324	57	164	431	160	150	543	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00				1.00			0.99		1.00		
Frt			0.850		0.978			0.959				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	1756	1507	1668	3239	0	1685	3240	0	1745	3574	1531
Flt Permitted	0.512			0.362			0.347			0.298		
Satd. Flow (perm)	905	1756	1507	636	3239	0	615	3240	0	546	3574	1531
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		11							
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		552			635			457			1121	
Travel Time (s)		9.4			10.8			7.8			19.1	
Confl. Peds. (#/hr)	4					4			3	3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	1%	1%	4%	0%	3%	1%	0%	1%	2%
Parking (#/hr)									0			
Adj. Flow (vph)	76	278	152	153	348	61	176	463	172	161	584	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	278	152	153	409	0	176	635	0	161	584	160
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	20.0		5.0	20.0	20.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	28.0		10.0	28.0	28.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		1			0			1	1
Act Effct Green (s)	35.0	23.8	23.8	42.0	29.7		47.3	33.3		48.2	33.8	33.8
Actuated g/C Ratio	0.33	0.22	0.22	0.39	0.28		0.44	0.31		0.45	0.32	0.32
v/c Ratio	0.21	0.71	0.37	0.43	0.45		0.46	0.63		0.43	0.52	0.33
Control Delay	23.5	50.9	17.5	26.1	34.9		20.6	35.5		20.0	32.7	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	23.5	50.9	17.5	26.1	34.9		20.6	35.5		20.0	32.7	32.1
LOS	C	D	B	C	C		C	D		C	C	C
Approach Delay		36.8			32.5			32.3			30.3	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	31	174	28	66	121		63	190		57	165	81
Queue Length 95th (ft)	74	324	99	137	205		133	314		122	280	171
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	479	601	581	419	1139		465	2218		453	2447	1048
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.16	0.46	0.26	0.37	0.36		0.38	0.29		0.36	0.24	0.15

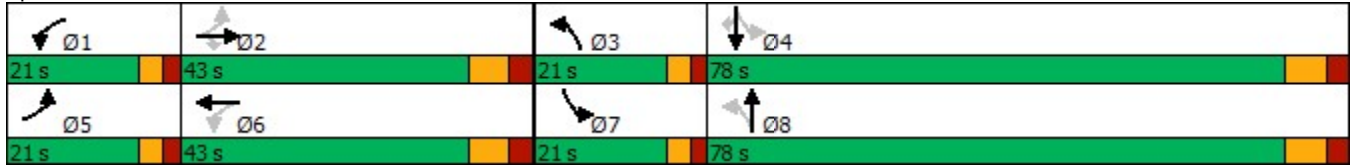
Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 106.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71

Intersection Signal Delay: 32.5
 Intersection Capacity Utilization 68.9%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 19: Merrick Ave & Front St















Lanes, Volumes, Timings
20: Uniondale Ave & Front St

FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	406	123	187	413	36	123	310	176	45	357	51
Future Volume (vph)	105	406	123	187	413	36	123	310	176	45	357	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97		0.94		0.99			0.99		0.99	1.00	
Frt			0.850		0.988			0.946			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1881	1599	1787	1848	0	1805	1689	0	1770	1823	0
Flt Permitted	0.495			0.206			0.209			0.452		
Satd. Flow (perm)	910	1881	1506	388	1848	0	397	1689	0	837	1823	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								24			5	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	21		13	13		21	6		5	5		6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	0%	8%	0%	2%	2%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	109	423	128	195	430	38	128	323	183	47	372	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	423	128	195	468	0	128	506	0	47	425	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

FB B Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		28.0	28.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	2	2	2		2			4		7	7	
Act Effct Green (s)	30.1	30.1	30.1	45.9	44.9		46.1	45.1		30.4	30.4	
Actuated g/C Ratio	0.29	0.29	0.29	0.45	0.44		0.45	0.44		0.30	0.30	
v/c Ratio	0.41	0.76	0.29	0.64	0.58		0.41	0.67		0.19	0.78	
Control Delay	33.9	42.6	29.5	26.6	24.2		23.4	29.0		34.4	46.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.9	42.6	29.5	26.6	24.2		23.4	29.0		34.4	46.6	
LOS	C	D	C	C	C		C	C		C	D	
Approach Delay		38.6			24.9			27.9			45.4	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	57	251	64	76	221		48	243		23	251	
Queue Length 95th (ft)	111	375	117	124	324		108	462		65	#520	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	498	1031	825	341	1325		347	803		250	548	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.41	0.16	0.57	0.35		0.37	0.63		0.19	0.78	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 102.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 33.4
 Intersection LOS: C

Intersection Capacity Utilization 89.7% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: Uniondale Ave & Front St















Lanes, Volumes, Timings
 21: California Ave & Front St

FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	603	18	22	538	23	22	32	14	47	43	27
Future Volume (vph)	32	603	18	22	538	23	22	32	14	47	43	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.996			0.994			0.972			0.969	
Flt Protected	0.950			0.950				0.984			0.980	
Satd. Flow (prot)	1685	1748	0	1685	1744	0	0	1923	0	0	2019	0
Flt Permitted	0.385			0.343				0.884			0.835	
Satd. Flow (perm)	681	1748	0	606	1744	0	0	1726	0	0	1708	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	6		11	11		6	2		8	8		2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	2%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	34	648	19	24	578	25	24	34	15	51	46	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	667	0	24	603	0	0	73	0	0	126	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
21: California Ave & Front St

FB B Friday Evening peak hour
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		15.5	15.5		15.5	15.5	
Total Split (s)	61.0	61.0		61.0	61.0		28.5	28.5		28.5	28.5	
Total Split (%)	68.2%	68.2%		68.2%	68.2%		31.8%	31.8%		31.8%	31.8%	
Maximum Green (s)	55.0	55.0		55.0	55.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)							4	4		2	2	
Act Effct Green (s)	40.3	40.3		40.3	40.3			11.9			11.9	
Actuated g/C Ratio	0.68	0.68		0.68	0.68			0.20			0.20	
v/c Ratio	0.07	0.56		0.06	0.51			0.21			0.37	
Control Delay	5.8	9.4		5.7	8.6			23.4			25.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.8	9.4		5.7	8.6			23.4			25.6	
LOS	A	A		A	A			C			C	
Approach Delay		9.3			8.5			23.4			25.6	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	4	116		3	99			19			34	
Queue Length 95th (ft)	17	283		13	241			66			103	
Internal Link Dist (ft)		178			181			328			459	
Turn Bay Length (ft)	45			50								
Base Capacity (vph)	627	1610		558	1606			695			688	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.05	0.41		0.04	0.38			0.11			0.18	

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 59.1
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56

Intersection Signal Delay: 11.0
Intersection Capacity Utilization 52.5%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	69	694	0	475	769	39	3	43	222	0	29	281
Future Volume (vph)	69	694	0	475	769	39	3	43	222	0	29	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.98			0.99	1.00			1.00				1.00
Frt					0.993							0.972
Flt Protected	0.950			0.950				0.950				0.996
Satd. Flow (prot)	1770	3406	0	1787	3503	0	0	1805	1881	0	0	3457
Flt Permitted	0.317			0.200				0.348				0.799
Satd. Flow (perm)	579	3406	0	372	3503	0	0	659	1881	0	0	2772
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	50		32	32		50		5		3	3	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	6%	0%	1%	2%	0%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	77	771	0	528	854	43	3	48	247	0	32	312
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	771	0	528	897	0	0	51	247	0	0	423
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		20	20	30		20	6
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	71
Future Volume (vph)	71
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	5
Confl. Bikes (#/hr)	3
Peak Hour Factor	0.90
Heavy Vehicles (%)	0%
Adj. Flow (vph)	79
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	19.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	25.0		8.0	26.0		32.0	32.0	32.0		14.0	14.0
Total Split (s)	31.0	50.0		31.0	50.0		39.0	39.0	39.0		39.0	39.0
Total Split (%)	25.8%	41.7%		25.8%	41.7%		32.5%	32.5%	32.5%		32.5%	32.5%
Maximum Green (s)	26.0	44.0		26.0	44.0		33.0	33.0	33.0		33.0	33.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		2					11	11	11			
Act Effct Green (s)	59.7	43.1		84.8	63.2			24.2	24.2			24.2
Actuated g/C Ratio	0.50	0.36		0.71	0.53			0.20	0.20			0.20
v/c Ratio	0.17	0.63		0.77	0.49			0.39	0.65			0.76
Control Delay	5.0	16.9		26.2	21.2			40.4	43.3			53.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	1.5			0.0
Total Delay	5.0	16.9		26.2	21.2			40.4	44.8			53.7
LOS	A	B		C	C			D	D			D
Approach Delay		15.8			23.0				44.1			53.7
Approach LOS		B			C				D			D
Queue Length 50th (ft)	11	90		223	218			24	117			163
Queue Length 95th (ft)	m19	202		#453	366			41	171			205
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	596	1310		683	1844			181	517			762
Starvation Cap Reductn	0	0		0	0			0	130			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.13	0.59		0.77	0.49			0.28	0.64			0.56

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 27.4 Intersection LOS: C
 Intersection Capacity Utilization 90.8% ICU Level of Service E
 Analysis Period (min) 15













- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave

Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

FB B Friday Evening peak hour
05/23/2024









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	627	47	131	620	105	73	595	91	116	749	83
Future Volume (vph)	104	627	47	131	620	105	73	595	91	116	749	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97	0.99		0.97	0.98		0.99	0.99		0.98	0.99	
Frt		0.989			0.978			0.980			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3355	0	1805	3415	0	1805	3460	0	1703	3492	0
Flt Permitted	0.137			0.156			0.203			0.239		
Satd. Flow (perm)	250	3355	0	289	3415	0	380	3460	0	421	3492	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			16			14			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	101		79	79		101	63		56	56		63
Confl. Bikes (#/hr)			3						1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	6%	0%	0%	1%	3%	0%	1%	2%	6%	1%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	112	674	51	141	667	113	78	640	98	125	805	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	725	0	141	780	0	78	738	0	125	894	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	18.0	42.0		18.0	42.0		18.0	42.0		18.0	42.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	12.0	36.0		12.0	36.0		12.0	36.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		21			19			26			34	
Act Effct Green (s)	40.3	31.2		42.0	32.0		53.0	45.7		57.7	49.7	
Actuated g/C Ratio	0.34	0.26		0.35	0.27		0.44	0.38		0.48	0.41	
v/c Ratio	0.56	0.83		0.62	0.85		0.31	0.56		0.42	0.62	
Control Delay	33.4	50.0		52.3	53.4		20.7	32.2		21.8	32.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.4	50.0		52.3	53.4		20.7	32.2		21.8	32.0	
LOS	C	D		D	D		C	C		C	C	
Approach Delay		47.8			53.2			31.1			30.7	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	55	275		82	170		31	232		51	292	
Queue Length 95th (ft)	87	332		183	400		64	333		96	411	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	243	1011		257	1035		325	1326		336	1452	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.46	0.72		0.55	0.75		0.24	0.56		0.37	0.62	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 40.6
 Intersection Capacity Utilization 80.1%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D













Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1	 Ø2 (R)	 Ø3	 Ø4
18 s	42 s	18 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
18 s	42 s	18 s	42 s

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	535	122	50	502	80	82	552	94	102	784	162
Future Volume (vph)	158	535	122	50	502	80	82	552	94	102	784	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98		0.92		0.99		1.00	0.99		0.97	0.99	
Frt			0.850		0.981			0.978			0.974	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1504	3505	1583	0	3358	0	1577	3347	0	1593	3300	0
Flt Permitted	0.194				0.848		0.126			0.396		
Satd. Flow (perm)	302	3505	1463	0	2854	0	209	3347	0	647	3300	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	37		53	53		37	18		52	52		18
Confl. Bikes (#/hr)						1			2			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	20%	3%	2%	0%	1%	0%	3%	1%	0%	2%	1%	9%
Parking (#/hr)						0						
Adj. Flow (vph)	165	557	127	52	523	83	85	575	98	106	817	169
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	557	127	0	658	0	85	673	0	106	986	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		6	6		17			18		12		12
Act Effct Green (s)	37.6	35.6	35.6		23.0		44.4	42.4		33.9		33.9
Actuated g/C Ratio	0.42	0.40	0.40		0.26		0.49	0.47		0.38		0.38
v/c Ratio	0.69	0.40	0.22		0.90		0.44	0.43		0.44		0.79
Control Delay	34.4	20.6	19.1		49.8		19.8	17.0		30.0		32.1
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	34.4	20.6	19.1		49.8		19.8	17.0		30.0		32.1
LOS	C	C	B		D		B	B		C		C
Approach Delay		23.0			49.8			17.3				31.9
Approach LOS		C			D			B				C
Queue Length 50th (ft)	57	112	45		190		26	133		47		276
Queue Length 95th (ft)	#123	163	88		#294		49	170		100		#385
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	244	1386	578		751		225	1634		248		1266
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	0.68	0.40	0.22		0.88		0.38	0.41		0.43		0.78

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 29.9
 Intersection Capacity Utilization 87.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 24: N Franklin St & Fulton Ave















Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave

FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	470	58	4	346	706	214	0	434	244	186	664
Future Volume (vph)	0	470	58	4	346	706	214	0	434	244	186	664
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.96		0.99		0.99	0.99
Frt		0.984					0.850		0.946			0.989
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3396	0	0	1728	3610	1830	0	3090	0	1608	3164
Flt Permitted					0.950						0.213	
Satd. Flow (perm)	0	3396	0	0	1722	3610	1761	0	3090	0	358	3164
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		14					114		122			12
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	22		6		6		22	65		25	25	
Confl. Bikes (#/hr)							2					
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	2%	1%	1%	1%
Adj. Flow (vph)	0	490	60	4	360	735	223	0	452	254	194	692
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	550	0	0	364	735	223	0	706	0	194	745
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	51
Future Volume (vph)	51
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	65
Confl. Bikes (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	53
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		22				8			2			7
Act Effct Green (s)		19.9			18.6	44.0	51.5		22.0		35.0	35.0
Actuated g/C Ratio		0.22			0.21	0.49	0.57		0.24		0.39	0.39
v/c Ratio		0.72			1.02	0.42	0.21		0.83		0.80	0.60
Control Delay		37.2			93.5	16.5	4.3		35.8		54.2	23.3
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		37.2			93.5	16.5	4.3		35.8		54.2	23.3
LOS		D			F	B	A		D		D	C
Approach Delay		37.2				35.6			35.8			29.7
Approach LOS		D				D			D			C
Queue Length 50th (ft)		148			202	126	20		172		79	180
Queue Length 95th (ft)		195			#519	212	56		220		109	195
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		897			356	1763	1118		995		297	1500
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		0.61			1.02	0.42	0.20		0.71		0.65	0.50

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 55 (61%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

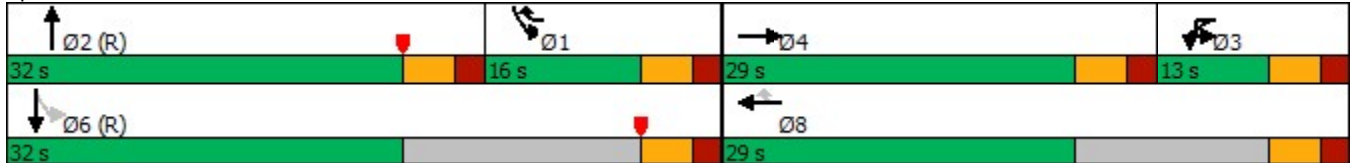
Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 34.3
 Intersection Capacity Utilization 84.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	901	275	239	893	176	184	381	124	155	350	60
Future Volume (vph)	114	901	275	239	893	176	184	381	124	155	350	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.99			0.98	1.00	1.00		1.00	1.00	
Frt			0.850			0.850		0.963			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1631	3388	1516	1685	3455	1546	1662	3336	0	1589	3365	0
Flt Permitted	0.254			0.127			0.291			0.211		
Satd. Flow (perm)	436	3388	1495	225	3455	1514	507	3336	0	352	3365	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								31			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	4		1	1		4	5		6	6		5
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	3%	3%	0%	1%	1%	5%	0%	1%	6%	1%	2%
Parking (#/hr)												0
Adj. Flow (vph)	119	939	286	249	930	183	192	397	129	161	365	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	939	286	249	930	183	192	526	0	161	428	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							









												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex				Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0				0.0							
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0	
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%	
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)	1.0				1.0				7.0		7.0	
Flash Dont Walk (s)	20.0				20.0				25.0		25.0	
Pedestrian Calls (#/hr)	2				2				0		1	
Act Effct Green (s)	61.8	51.4	66.6	81.1	64.6	79.1	41.7	26.5		40.2	25.7	
Actuated g/C Ratio	0.44	0.37	0.48	0.58	0.46	0.56	0.30	0.19		0.29	0.18	
v/c Ratio	0.42	0.75	0.40	0.66	0.58	0.21	0.70	0.80		0.71	0.68	
Control Delay	21.5	44.9	23.6	31.6	31.7	14.8	47.5	60.5		50.3	56.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.5	44.9	23.6	31.6	31.7	14.8	47.5	60.5		50.3	56.7	
LOS	C	D	C	C	C	B	D	E		D	E	
Approach Delay	38.3				29.4				57.0		54.9	
Approach LOS	D				C				E		D	
Queue Length 50th (ft)	48	398	150	120	321	69	130	230		108	188	
Queue Length 95th (ft)	92	#564	247	236	476	138	180	279		153	231	
Internal Link Dist (ft)	352				371				415		449	
Turn Bay Length (ft)	95		275		390		120		350		125	
Base Capacity (vph)	358	1244	733	376	1595	886	297	975		257	971	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.33	0.75	0.39	0.66	0.58	0.21	0.65	0.54		0.63	0.44	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 34 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75

















































Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 41.1
 Intersection Capacity Utilization 83.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd













 Ø1 23 s	 Ø2 (R) 48 s	 Ø3 23 s	 Ø4 46 s
 Ø5 23 s	 Ø6 (R) 48 s	 Ø7 23 s	 Ø8 46 s

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

FB B Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	  	  	  	  	  	  	  	  	  	  	  	  
Traffic Volume (vph)	198	1561	55	305	1619	517	59	309	276	4	535	415
Future Volume (vph)	198	1561	55	305	1619	517	59	309	276	4	535	415
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235		300	
Storage Lanes	1		1	2		1	1		1		2	
Taper Length (ft)	85			110			130				75	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.95	0.97	0.95
Ped Bike Factor	1.00		0.99	1.00		0.98	1.00		0.99		1.00	
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	3467	5136	1429	3502	6471	1599	1805	3471	1615	0	3368	3312
Flt Permitted	0.950			0.950			0.950				0.950	
Satd. Flow (perm)	3465	5136	1410	3500	6471	1569	1803	3471	1592	0	3363	3312
Right Turn on Red			Yes			No			Yes			
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30				30
Link Distance (ft)		566			700			662				581
Travel Time (s)		12.9			11.9			15.0				13.2
Confl. Peds. (#/hr)	5		4	4		5	2		2		2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	13%	0%	1%	1%	0%	4%	0%	0%	4%	9%
Adj. Flow (vph)	213	1678	59	328	1741	556	63	332	297	4	575	446
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	1678	59	328	1741	556	63	332	297	0	579	446
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1	1	2	1	1	2	1	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	257
Future Volume (vph)	257
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1592
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Peak Hour Factor	0.93
Heavy Vehicles (%)	0%
Adj. Flow (vph)	276
Shared Lane Traffic (%)	
Lane Group Flow (vph)	276
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	Prot	NA
Protected Phases	5	2		1	6		3	8	1	7	7	4
Permitted Phases			Free			6 7			8			
Detector Phase	5	2		1	6	6 7	3	8	1	7	7	4
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		5.0	5.0	3.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0		9.0	26.0		11.0	16.0	9.0	11.0	11.0	16.0
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	35.0	60.0
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	21.9%	37.5%
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	29.0	54.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	2.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)	5.0	7.0			7.0			7.0				7.0
Flash Dont Walk (s)	7.0	28.0			28.0			33.0				33.0
Pedestrian Calls (#/hr)	0	1			1			1				2
Act Effct Green (s)	14.2	60.9	160.0	23.4	70.2	105.3	10.0	23.5	46.0		29.1	44.0
Actuated g/C Ratio	0.09	0.38	1.00	0.15	0.44	0.66	0.06	0.15	0.29		0.18	0.28
v/c Ratio	0.70	0.86	0.04	0.64	0.61	0.54	0.56	0.65	0.53		0.95	0.49
Control Delay	82.7	50.9	0.1	89.3	22.3	10.5	91.0	69.5	24.9		89.1	50.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0		0.0	0.0
Total Delay	82.7	50.9	0.1	89.3	22.3	11.3	91.0	69.5	24.9		89.1	50.6
LOS	F	D	A	F	C	B	F	E	C		F	D
Approach Delay		52.8			28.3			52.3				64.8
Approach LOS		D			C			D				E
Queue Length 50th (ft)	113	571	0	185	161	106	65	178	130		312	217
Queue Length 95th (ft)	156	#739	0	#304	415	446	117	203	205		#429	241
Internal Link Dist (ft)		486			620			582				501
Turn Bay Length (ft)	375		245	250			95		235		300	
Base Capacity (vph)	455	1955	1410	512	2838	1035	180	911	562		619	1117
Starvation Cap Reductn	0	0	0	0	0	213	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.47	0.86	0.04	0.64	0.61	0.68	0.35	0.36	0.53		0.94	0.40

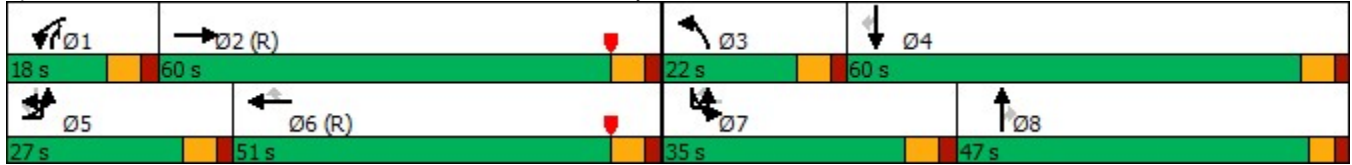
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 45.3
 Intersection LOS: D

Lane Group	SBR
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	64.2
Actuated g/C Ratio	0.40
v/c Ratio	0.43
Control Delay	36.6
Queue Delay	0.0
Total Delay	36.6
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	221
Queue Length 95th (ft)	250
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	695
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.40
Intersection Summary	

Intersection Capacity Utilization 83.5% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd















Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	1115	206	175	964	73	189	165	156	116	160	67
Future Volume (vph)	67	1115	206	175	964	73	189	165	156	116	160	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00							
Frt			0.850		0.989				0.850		0.971	
Flt Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1805	5036	1615	1752	5070	0	3502	1863	1615	0	3387	0
Flt Permitted	0.214			0.132			0.950				0.983	
Satd. Flow (perm)	405	5036	1615	243	5070	0	3502	1863	1615	0	3387	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			194		8				83			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	11					11						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	0%	3%	1%	0%	0%	2%	0%	1%	3%	0%
Adj. Flow (vph)	74	1225	226	192	1059	80	208	181	171	127	176	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	1225	226	192	1139	0	208	181	171	0	377	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

FB B Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	78.7	70.3	70.3	95.5	81.0		22.0	22.0	47.1		24.6	
Actuated g/C Ratio	0.49	0.44	0.44	0.60	0.51		0.14	0.14	0.29		0.15	
v/c Ratio	0.27	0.55	0.28	0.59	0.44		0.43	0.71	0.32		0.72	
Control Delay	19.4	36.5	7.8	25.5	27.0		65.1	80.5	21.7		72.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	19.4	36.5	7.8	25.5	27.0		65.1	80.5	21.7		72.7	
LOS	B	D	A	C	C		E	F	C		E	
Approach Delay		31.4			26.8			56.8			72.7	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	32	346	19	88	270		104	184	69		200	
Queue Length 95th (ft)	67	474	90	170	372		140	258	121		253	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	403	2239	825	346	2571		853	454	554		522	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.18	0.55	0.27	0.55	0.44		0.24	0.40	0.31		0.72	

Intersection Summary







Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 69 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 37.7
 Intersection LOS: D

Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	985	160	493	867	34	134	328	663	115	366	198
Future Volume (vph)	150	985	160	493	867	34	134	328	663	115	366	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor							0.99					0.98
Frt		0.979			0.994			0.925	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4973	0	3400	3554	0	1787	3121	1441	1787	3471	1583
Flt Permitted	0.950			0.950			0.374			0.133		
Satd. Flow (perm)	1770	4973	0	3400	3554	0	699	3121	1441	250	3471	1546
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					3			177	89			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)							10					10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	1%	9%	3%	1%	0%	1%	3%	2%	1%	4%	2%
Adj. Flow (vph)	161	1059	172	530	932	37	144	353	713	124	394	213
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	161	1231	0	530	969	0	144	710	356	124	394	213
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		3			0						0	
Act Effct Green (s)	17.0	49.1		25.0	57.2		42.1	30.3	61.3	41.7	30.1	47.1
Actuated g/C Ratio	0.12	0.35		0.18	0.41		0.30	0.22	0.44	0.30	0.22	0.34
v/c Ratio	0.75	0.71		0.87	0.67		0.48	0.87	0.52	0.62	0.53	0.41
Control Delay	80.1	43.2		71.9	38.6		37.1	51.4	23.3	44.9	50.7	32.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.1	43.2		71.9	38.6		37.1	51.4	23.3	44.9	50.7	32.3
LOS	F	D		E	D		D	D	C	D	D	C
Approach Delay		47.4			50.4			41.4			44.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	144	371		238	380		92	265	181	78	166	136
Queue Length 95th (ft)	214	438		#361	#542		136	332	283	119	211	179
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	290	1750		609	1452		329	934	681	232	892	592
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.70		0.87	0.67		0.44	0.76	0.52	0.53	0.44	0.36




























Intersection Summary













Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 46.4
 Intersection LOS: D

Intersection Capacity Utilization 79.8% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1 29 s	 Ø2 (R) 49 s	 Ø3 20 s	 Ø4 42 s
 Ø5 29 s	 Ø6 (R) 49 s	 Ø7 20 s	 Ø8 42 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (vph)	410	229	126	5	167	166	99	530	8	175	642	312
Future Volume (vph)	410	229	126	5	167	166	99	530	8	175	642	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt			0.850		0.925			0.998			0.993	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3574	1599	1805	3323	0	1787	3533	0	1728	3300	1353
Flt Permitted	0.950			0.950			0.179			0.240		
Satd. Flow (perm)	3433	3574	1599	1805	3323	0	337	3533	0	436	3300	1353
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			143									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	1%	1%	0%	1%	0%	1%	2%	0%	1%	4%	5%
Adj. Flow (vph)	466	260	143	6	190	189	113	602	9	199	730	355
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	466	260	143	6	379	0	113	611	0	199	766	319
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	20.4	41.5	56.8	5.1	17.7		38.4	28.3		43.7	30.9	57.5
Actuated g/C Ratio	0.20	0.41	0.56	0.05	0.18		0.38	0.28		0.43	0.31	0.57
v/c Ratio	0.67	0.18	0.15	0.07	0.65		0.44	0.62		0.59	0.76	0.41
Control Delay	44.1	21.1	2.8	55.6	46.2		23.1	35.7		25.3	38.1	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	44.1	21.1	2.8	55.6	46.2		23.1	35.7		25.3	38.1	14.6
LOS	D	C	A	E	D		C	D		C	D	B
Approach Delay		30.4			46.3			33.7			30.3	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	144	53	0	4	122		41	181		76	243	118
Queue Length 95th (ft)	230	107	31	20	196		84	272		142	365	217
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	916	1583	1055	388	1193		370	1450		396	1354	859
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.51	0.16	0.14	0.02	0.32		0.31	0.42		0.50	0.57	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 100.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 33.0
 Intersection Capacity Utilization 66.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd

↙ Ø1	↕ Ø2	↘ Ø3	→ Ø4
20 s	46 s	26 s	41 s
↙ Ø5	↕ Ø6	↘ Ø7	← Ø8
20 s	46 s	31 s	41 s













Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	526	32	20	328	102	54	59	24	390	75	743
Future Volume (vph)	266	526	32	20	328	102	54	59	24	390	75	743
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor	1.00				1.00							
Frt		0.991			0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.965	
Satd. Flow (prot)	1787	6321	0	1626	4802	0	1703	1827	1553	1643	3310	2787
Flt Permitted	0.407			0.391			0.950			0.950	0.965	
Satd. Flow (perm)	765	6321	0	669	4802	0	1703	1827	1553	1643	3310	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			55				70			775
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	2%	10%	11%	5%	0%	6%	4%	4%	0%	3%	2%
Adj. Flow (vph)	296	584	36	22	364	113	60	66	27	433	83	826
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	296	620	0	22	477	0	60	66	27	216	300	826
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB B Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	85.6	76.3		64.5	59.2		11.5	11.5	16.9	24.9	24.9	51.3
Actuated g/C Ratio	0.61	0.54		0.46	0.42		0.08	0.08	0.12	0.18	0.18	0.37
v/c Ratio	0.48	0.18		0.06	0.23		0.43	0.44	0.11	0.74	0.51	0.55
Control Delay	17.1	17.8		16.5	25.8		69.9	69.7	0.9	69.1	54.2	3.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	17.8		16.5	25.8		69.9	69.7	0.9	69.1	54.2	3.7
LOS	B	B		B	C		E	E	A	E	D	A
Approach Delay		17.5			25.4			57.6			25.5	
Approach LOS		B			C			E			C	
Queue Length 50th (ft)	118	80		7	87		53	58	0	207	137	17
Queue Length 95th (ft)	216	124		24	149		100	107	0	286	174	51
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	627	3450		491	2061		364	391	382	361	726	1533
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.18		0.04	0.23		0.16	0.17	0.07	0.60	0.41	0.54

Intersection Summary






Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 24.7

Intersection LOS: C

Intersection Capacity Utilization 81.0%
 Analysis Period (min) 15

ICU Level of Service D

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave













 Ø1	 Ø2 (R)	 Ø3	 Ø4
24 s	44 s	36 s	36 s
 Ø5	 Ø6 (R)		
24 s	44 s		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	84	583	161	260	750	90	2	188	304	220	8	131
Future Volume (vph)	84	583	161	260	750	90	2	188	304	220	8	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		0.99		1.00
Frt		0.968			0.984					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	4887	0	3273	5038	0	0	1753	3574	2733	0	1739
Flt Permitted	0.950			0.950				0.357				0.479
Satd. Flow (perm)	1802	4887	0	3266	5038	0	0	657	3574	2694	0	876
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		49			15					250		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	3		2	2		3		3		2		2
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	4%	7%	1%	2%	0%	3%	1%	4%	0%	4%
Adj. Flow (vph)	95	663	183	295	852	102	2	214	345	250	9	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	846	0	295	954	0	0	216	345	250	0	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Perm	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6			3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		8	3	8	1	7	7









	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	297	74
Future Volume (vph)	297	74
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3406	1599
Flt Permitted		
Satd. Flow (perm)	3406	1574
Right Turn on Red		Yes
Satd. Flow (RTOR)		84
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		3
Confl. Bikes (#/hr)		3
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	6%	1%
Adj. Flow (vph)	338	84
Shared Lane Traffic (%)		
Lane Group Flow (vph)	338	84
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	32.0		5.0	32.0		12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		19.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		45.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		32.1%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		38.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0		7.0			
Flash Dont Walk (s)							30.0		30.0			
Pedestrian Calls (#/hr)							1		1			
Act Effct Green (s)	12.7	57.9		17.5	62.7			45.8	25.7	45.3		39.4
Actuated g/C Ratio	0.09	0.41		0.12	0.45			0.33	0.18	0.32		0.28
v/c Ratio	0.58	0.41		0.72	0.42			0.61	0.53	0.24		0.47
Control Delay	74.7	30.1		69.0	28.8			40.9	53.7	3.2		36.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	74.7	30.1		69.0	28.8			40.9	53.7	3.2		36.7
LOS	E	C		E	C			D	D	A		D
Approach Delay		34.6			38.3				34.7			
Approach LOS		C			D				C			
Queue Length 50th (ft)	84	182		135	205			151	153	0		106
Queue Length 95th (ft)	137	275		176	313			175	177	23		130
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	257	2049		473	2265			376	970	1092		400
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.37	0.41		0.62	0.42			0.57	0.36	0.23		0.40

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 37.6
 Intersection Capacity Utilization 74.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D



















Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave

 25 s	 45 s	 25 s	 45 s
 25 s	 45 s	 25 s	 45 s













	↓	↙
Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	22.5	37.2
Actuated g/C Ratio	0.16	0.27
v/c Ratio	0.62	0.17
Control Delay	58.8	6.0
Queue Delay	0.0	0.0
Total Delay	58.8	6.0
LOS	E	A
Approach Delay	45.1	
Approach LOS	D	
Queue Length 50th (ft)	156	0
Queue Length 95th (ft)	175	30
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	924	561
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.37	0.15
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB B Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	136	829	22	1	344	1030	61	16	351	292	54	526
Future Volume (vph)	136	829	22	1	344	1030	61	16	351	292	54	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0		300		0	0		0	0	
Storage Lanes	1		0		1		0	0		0	0	
Taper Length (ft)	40				40			0			0	
Lane Util. Factor	1.00	0.91	0.91	0.95	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00				1.00			1.00
Frt		0.996				0.992			0.934			0.968
Flt Protected	0.950				0.950				0.999			0.996
Satd. Flow (prot)	1805	5115	0	0	3467	3567	0	0	3304	0	0	3242
Flt Permitted	0.950				0.950				0.807			0.672
Satd. Flow (perm)	1805	5115	0	0	3460	3567	0	0	2669	0	0	2187
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		30				30			20			20
Link Distance (ft)		529				566			958			393
Travel Time (s)		12.0				12.9			32.7			13.4
Confl. Peds. (#/hr)			2		2			1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	7%	0%	2%	2%	6%	9%
Adj. Flow (vph)	153	931	25	1	387	1157	69	18	394	328	61	591
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	956	0	0	388	1226	0	0	740	0	0	831
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		80				40			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		52				16			28			36
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2		1	1	2		1	2		1	2
Detector Template		Thru		Left		Thru		Left	Thru		Left	Thru
Leading Detector (ft)	56	100		20	30	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	30	6		20	30	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)	36	94				94			94			94
Detector 2 Size(ft)	20	6				6			6			6
Detector 2 Type	Cl+Ex	Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0				0.0			0.0			0.0

Lane Group	SBR	Ø3
Lane Configurations		
Traffic Volume (vph)	159	
Future Volume (vph)	159	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.89	
Heavy Vehicles (%)	1%	
Adj. Flow (vph)	179	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Perm	NA
Protected Phases	5	2		1	1	6			4			4
Permitted Phases								4			4	
Detector Phase	5	2		1	1	6		4	4		4	4
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	10.0	16.0		16.0	16.0		16.0	16.0
Minimum Split (s)	10.0	22.0		18.0	18.0	22.0		29.9	29.9		29.9	29.9
Total Split (s)	27.0	56.0		30.0	30.0	56.0		60.0	60.0		60.0	60.0
Total Split (%)	15.3%	31.8%		17.0%	17.0%	31.8%		34.1%	34.1%		34.1%	34.1%
Maximum Green (s)	22.0	50.0		22.0	22.0	50.0		46.1	46.1		46.1	46.1
Yellow Time (s)	3.0	4.0		3.0	3.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		5.0	5.0	2.0		9.9	9.9		9.9	9.9
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)	5.0	6.0			8.0	6.0			13.9			13.9
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	5.0		2.0	2.0	5.0		4.0	4.0		4.0	4.0
Recall Mode	None	None		None	None	None		None	None		None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	16.0	44.0			20.0	51.1			46.7			46.7
Actuated g/C Ratio	0.11	0.30			0.14	0.35			0.32			0.32
v/c Ratio	0.77	0.61			0.81	0.97			0.86			1.18
Control Delay	88.6	46.0			74.5	64.9			57.3			135.6
Queue Delay	0.0	0.0			0.0	0.0			0.0			0.0
Total Delay	88.6	46.0			74.5	64.9			57.3			135.6
LOS	F	D			E	E			E			F
Approach Delay		51.9				67.2			57.3			135.6
Approach LOS		D				E			E			F
Queue Length 50th (ft)	134	266			172	554			318			~451
Queue Length 95th (ft)	259	415			#326	#1014			#631			#828
Internal Link Dist (ft)		449				486			878			313
Turn Bay Length (ft)	135				300							
Base Capacity (vph)	278	1794			535	1326			863			707
Starvation Cap Reductn	0	0			0	0			0			0
Spillback Cap Reductn	0	0			0	0			0			0
Storage Cap Reductn	0	0			0	0			0			0
Reduced v/c Ratio	0.55	0.53			0.73	0.92			0.86			1.18

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 144.3
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 74.8
 Intersection Capacity Utilization 111.0%
 Intersection LOS: E
 ICU Level of Service H

Lane Group	SBR	Ø3
Turn Type		
Protected Phases		3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		33.0
Total Split (s)		30.0
Total Split (%)		17%
Maximum Green (s)		25.0
Yellow Time (s)		3.0
All-Red Time (s)		2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		1.0
Recall Mode		None
Walk Time (s)		10.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Analysis Period (min) 15







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

Splits and Phases: 33: Clinton Rd & Stewart Ave



Lanes, Volumes, Timings
34: Oak St & Commercial Ave

FB B Friday Evening peak hour
05/23/2024

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	115	113	286	198	95	357
Future Volume (vph)	115	113	286	198	95	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3312	1136	3213	1629	3467	2733
Flt Permitted			0.670		0.950	
Satd. Flow (perm)	3312	1136	2266	1629	3467	2733
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		127				401
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	9%	28%	9%	5%	1%	4%
Parking (#/hr)		0		0		
Adj. Flow (vph)	129	127	321	222	107	401
Shared Lane Traffic (%)						
Lane Group Flow (vph)	129	127	321	222	107	401
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm

Lanes, Volumes, Timings
 34: Oak St & Commercial Ave

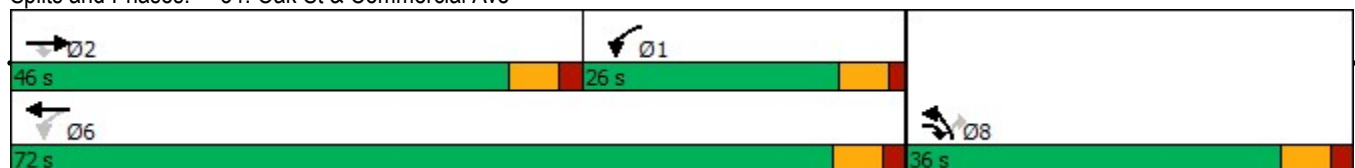
FB B Friday Evening peak hour
 05/23/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	10.0	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.2	23.7	21.0	20.5	10.1	10.1
Actuated g/C Ratio	0.29	0.55	0.49	0.48	0.24	0.24
v/c Ratio	0.14	0.19	0.25	0.28	0.13	0.42
Control Delay	13.5	1.6	7.0	7.9	14.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	1.6	7.0	7.9	14.3	3.6
LOS	B	A	A	A	B	A
Approach Delay	7.6			7.4	5.9	
Approach LOS	A			A	A	
Queue Length 50th (ft)	12	0	18	27	11	0
Queue Length 95th (ft)	30	11	39	66	25	26
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	3005	847	2285	1629	2469	2062
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.15	0.14	0.14	0.04	0.19

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 42.8
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 6.8
 Intersection Capacity Utilization 32.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave













FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	400	21	54	1	20	23	71	246	1	8	10	307
Future Volume (vph)	400	21	54	1	20	23	71	246	1	8	10	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0	130		0		185	
Storage Lanes	1		1	1		0	1		0		1	
Taper Length (ft)	85			75			75				135	
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	1.00	0.91	0.91	0.95	1.00	0.95
Ped Bike Factor							1.00					
Frt			0.850		0.919			0.999				
Flt Protected	0.950	0.957		0.950			0.950				0.950	
Satd. Flow (prot)	1610	3081	1455	902	2776	0	1805	5182	0	0	1404	3574
Flt Permitted	0.482	0.824					0.431				0.569	
Satd. Flow (perm)	817	2653	1455	950	2776	0	818	5182	0	0	841	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			72		27							
Link Speed (mph)		30			30			45				45
Link Distance (ft)		1482			343			527				602
Travel Time (s)		33.7			7.8			8.0				9.1
Confl. Peds. (#/hr)							1					
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	60%	11%	100%	26%	14%	0%	0%	0%	0%	50%	1%
Adj. Flow (vph)	465	24	63	1	23	27	83	286	1	9	12	357
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	232	257	63	1	50	0	83	287	0	0	21	357
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			30				30
Link Offset(ft)		0			0			4				-3
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1	1	2		1	2		1	1	2
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100	20	20	100		20	100		20	20	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	392
Future Volume (vph)	392
Ideal Flow (vphpl)	1900
Storage Length (ft)	265
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1482
Flt Permitted	
Satd. Flow (perm)	1462
Right Turn on Red	Yes
Satd. Flow (RTOR)	456
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.86
Heavy Vehicles (%)	9%
Adj. Flow (vph)	456
Shared Lane Traffic (%)	
Lane Group Flow (vph)	456
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB B Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases	7	4			8		1	6		5	5	2
Permitted Phases	4		4	8			6			2	2	
Detector Phase	7	4	4	8	8		1	6		5	5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	16.0	16.0	11.0	11.0		10.0	11.0		10.0	10.0	16.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	46.0		20.0	20.0	46.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	37.7%		16.4%	16.4%	37.7%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	40.0		15.0	15.0	40.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0		5.0	6.0			5.0	6.0
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	4.0		2.0	2.0	4.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		6.0	6.0									6.0
Flash Dont Walk (s)		20.0	20.0									20.0
Pedestrian Calls (#/hr)		0	0									0
Act Effct Green (s)	21.1	20.0	20.0	6.7	6.7		21.8	19.5			17.7	12.6
Actuated g/C Ratio	0.39	0.37	0.37	0.12	0.12		0.40	0.36			0.32	0.23
v/c Ratio	0.44	0.24	0.11	0.01	0.14		0.19	0.15			0.06	0.43
Control Delay	15.4	12.9	3.6	29.0	18.6		12.9	14.6			12.9	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	15.4	12.9	3.6	29.0	18.6		12.9	14.6			12.9	22.6
LOS	B	B	A	C	B		B	B			B	C
Approach Delay		12.9			18.8			14.2				11.4
Approach LOS		B			B			B				B
Queue Length 50th (ft)	58	31	0	0	4		18	23			4	59
Queue Length 95th (ft)	119	59	16	4	20		46	56			17	107
Internal Link Dist (ft)		1402			263			447				522
Turn Bay Length (ft)	290		840	125			130				185	
Base Capacity (vph)	722	2385	1259	486	1434		669	3856			550	2659
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.32	0.11	0.05	0.00	0.03		0.12	0.07			0.04	0.13

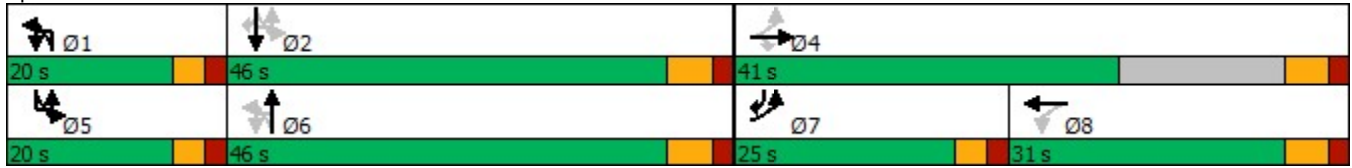
Intersection Summary






















Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 54.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 12.6
 Intersection Capacity Utilization 46.0%
 Intersection LOS: B
 ICU Level of Service A

Lane Group	SBR
Turn Type	pm+ov
Protected Phases	7
Permitted Phases	2
Detector Phase	7
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	10.0
Total Split (s)	25.0
Total Split (%)	20.5%
Maximum Green (s)	20.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.5
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	28.6
Actuated g/C Ratio	0.52
v/c Ratio	0.46
Control Delay	2.6
Queue Delay	0.0
Total Delay	2.6
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	29
Internal Link Dist (ft)	
Turn Bay Length (ft)	265
Base Capacity (vph)	1094
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.42
Intersection Summary	

Analysis Period (min) 15

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	3	171	20	50	0	0	0	0	2	366	275
Future Volume (vph)	0	3	171	20	50	0	0	0	0	2	366	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor			0.99									0.99
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1773	1531	1925	1827	0	0	0	0	842	5036	1346
Flt Permitted				0.756						0.950		
Satd. Flow (perm)	0	1773	1511	1532	1827	0	0	0	0	842	5036	1326
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			188									302
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)	1					1	2					2
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	2%	0%	4%	0%	0%	0%	0%	100%	3%	12%
Adj. Flow (vph)	0	3	188	22	55	0	0	0	0	2	402	302
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	188	22	55	0	0	0	0	2	402	302
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0

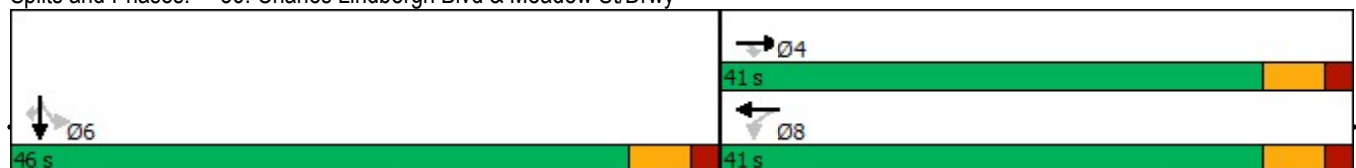
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	0	0					0	0	0
Act Effct Green (s)		10.4	10.4	10.4	10.4					25.6	25.6	25.6
Actuated g/C Ratio		0.22	0.22	0.22	0.22					0.53	0.53	0.53
v/c Ratio		0.01	0.40	0.07	0.14					0.00	0.15	0.36
Control Delay		13.3	5.5	14.2	15.1					8.0	6.8	2.8
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		13.3	5.5	14.2	15.1					8.0	6.8	2.8
LOS		B	A	B	B					A	A	A
Approach Delay		5.6			14.8						5.1	
Approach LOS		A			B						A	
Queue Length 50th (ft)		1	0	5	12					0	15	0
Queue Length 95th (ft)		5	33	17	31					4	47	38
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		1305	1162	1127	1345					708	4237	1163
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.00	0.16	0.02	0.04					0.00	0.09	0.26







Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 48.1
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 6.0
 Intersection Capacity Utilization 53.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy









						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	0	1136	0	0	39	0
Future Volume (vph)	0	1136	0	0	39	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3574	0	0	3502	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3574	0	0	3502	0
Link Speed (mph)		45	30		30	
Link Distance (ft)		600	253		249	
Travel Time (s)		9.1	5.8		5.7	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	2%	1%	2%	2%	0%	2%
Adj. Flow (vph)	0	1556	0	0	53	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1556	0	0	53	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	R NA	Left	Right	L NA	Right
Median Width(ft)		12	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 51.5% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1173	0	0	0	0	0
Future Volume (vph)	1173	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	6471	0	0	0	0	1900
Flt Permitted						
Satd. Flow (perm)	6471	0	0	0	0	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	253			189	174	
Travel Time (s)	5.8			4.3	4.0	
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1607	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1607	0	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 41.4% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
 40: Hempstead Tpke & Meadowbrook Pkwy SB Off Ramp

FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑↑	↑		↑↑↑					↑
Traffic Volume (vph)	0	957	708	0	1961	0	0	0	0	603
Future Volume (vph)	0	957	708	0	1961	0	0	0	0	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		140	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	0			0			0		0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	4916	1561	0	5136	0	0	0	0	1644
Flt Permitted										
Satd. Flow (perm)	0	4916	1561	0	5136	0	0	0	0	1644
Link Speed (mph)		50			50		30		30	
Link Distance (ft)		294			391		419		491	
Travel Time (s)		4.0			5.3		9.5		11.2	
Confl. Peds. (#/hr)	4					4				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1040	770	0	2132	0	0	0	0	655
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1040	770	0	2132	0	0	0	0	655
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	R NA
Median Width(ft)		25			25		0		0	
Link Offset(ft)		0			0		0		11	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		50	15		9	15	9	15	50
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 81.9%
 Analysis Period (min) 15
 ICU Level of Service D

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (vph)	0	1395	0	0	1358	0	0	0	399	0	0	1006
Future Volume (vph)	0	1395	0	0	1358	0	0	0	399	0	0	1006
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		140
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt									0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	5187	0	0	5136	0	0	0	1863	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	5187	0	0	5136	0	0	0	1863	0	0	1644
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		204			435			301			361	
Travel Time (s)		2.8			5.9			6.8			8.2	
Confl. Peds. (#/hr)			4	4								
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1567	0	0	1526	0	0	0	448	0	0	1093
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1567	0	0	1526	0	0	0	448	0	0	1093
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Left	R NA	Left	Left	R NA
Median Width(ft)		6			6			0			0	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 95.2%
 Analysis Period (min) 15
 ICU Level of Service F







HCM Unsignalized Intersection Capacity Analysis

FB B Friday Evening peak hour

41: Meadowbrook Pkwy NB Off Ramp/Meadowbrook Pkwy NB Off Ramp & Hempstead Tpke

05/23/2024







Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (veh/h)	0	1395	0	0	1358	0	0	0	399	0	0	1006
Future Volume (Veh/h)	0	1395	0	0	1358	0	0	0	399	0	0	1006
Sign Control		Free			Free			Stop			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.92	0.92	0.92
Hourly flow rate (vph)	0	1567	0	0	1526	0	0	0	448	0	0	1093
Pedestrians								4				
Lane Width (ft)								16.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								1				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					654							
pX, platoon unblocked	0.81						0.81	0.81		0.81	0.81	0.81
vC, conflicting volume	1526			1571			3173	3097	526	2496	3097	509
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	820			1571			2857	2764	526	2021	2764	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			0	100	10	100	100	0
cM capacity (veh/h)	661			423			0	16	499	3	16	882
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NE 1	SW 1				
Volume Total	522	522	522	509	509	509	448	1093				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	0	0	0	0	448	1093				
cSH	1700	1700	1700	1700	1700	1700	499	882				
Volume to Capacity	0.31	0.31	0.31	0.30	0.30	0.30	0.90	1.24				
Queue Length 95th (ft)	0	0	0	0	0	0	254	935				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	47.9	135.1				
Lane LOS							E	F				
Approach Delay (s)	0.0			0.0			47.9	135.1				
Approach LOS							E	F				
Intersection Summary												
Average Delay			36.5									
Intersection Capacity Utilization			95.2%		ICU Level of Service				F			
Analysis Period (min)			15									

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	957	0	0	1961	0	807
Future Volume (vph)	957	0	0	1961	0	807
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	16
Storage Length (ft)		0	0		0	140
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	4964	0	0	4964	0	1863
Flt Permitted						
Satd. Flow (perm)	4964	0	0	4964	0	1863
Link Speed (mph)	50			50	30	
Link Distance (ft)	391			133	260	
Travel Time (s)	5.3			1.8	5.9	
Confl. Peds. (#/hr)					4	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1052	0	0	2155	0	887
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1052	0	0	2155	0	887
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	11	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 81.9% ICU Level of Service D
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.







						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		
Traffic Volume (vph)	1395	369	0	2364	0	0
Future Volume (vph)	1395	369	0	2364	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	0.86	1.00	1.00
Flt	0.969					
Flt Protected						
Satd. Flow (prot)	4859	0	0	6471	0	0
Flt Permitted						
Satd. Flow (perm)	4859	0	0	6471	0	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	225			204	220	
Travel Time (s)	3.1			2.8	5.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	1%	2%	2%
Adj. Flow (vph)	1500	397	0	2542	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1897	0	0	2542	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	6			6	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 38.5% ICU Level of Service A
 Analysis Period (min) 15









HCM Unsignalized Intersection Capacity Analysis
 43: Meadowbrook Pkwy NB On Ramp & Hempstead Tpke









FB B Friday Evening peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↑↑↑			
Traffic Volume (veh/h)	1395	369	0	2364	0	0	
Future Volume (Veh/h)	1395	369	0	2364	0	0	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.92	0.92	
Hourly flow rate (vph)	1500	397	0	2542	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)					858		
pX, platoon unblocked							
vC, conflicting volume				1897	2334	698	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol				1897	2334	698	
tC, single (s)				4.1	6.8	6.9	
tC, 2 stage (s)							
tF (s)				2.2	3.5	3.3	
p0 queue free %				100	100	100	
cM capacity (veh/h)				319	31	383	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	600	600	697	636	636	636	636
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	397	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.35	0.35	0.41	0.37	0.37	0.37	0.37
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							
Approach Delay (s)	0.0			0.0			
Approach LOS							
Intersection Summary							
Average Delay				0.0			
Intersection Capacity Utilization				38.5%			
Analysis Period (min)				15			
				ICU Level of Service			
				A			

Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

FB B Friday Evening peak hour
 05/23/2024

								
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR
Lane Configurations	↑↑↑	←		←	↑↑↑	←		←
Traffic Volume (vph)	1666	96	75	449	1586	440	10	0
Future Volume (vph)	1666	96	75	449	1586	440	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	12
Storage Length (ft)		55		150		205		0
Storage Lanes		1		2		1		1
Taper Length (ft)				85				
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.88	1.00	1.00
Ped Bike Factor		0.96		1.00				
Frt		0.850				0.850		
Flt Protected				0.950				
Satd. Flow (prot)	4964	1554	0	3152	4964	2748	0	1900
Flt Permitted				0.950				
Satd. Flow (perm)	4964	1492	0	3146	4964	2748	0	1900
Right Turn on Red			No				No	Yes
Satd. Flow (RTOR)								
Link Speed (mph)	40				40			
Link Distance (ft)	625				576			
Travel Time (s)	10.7				9.8			
Confl. Peds. (#/hr)		9		9				3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	1772	102	80	478	1687	468	11	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1772	182	0	478	1687	479	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	R NA
Median Width(ft)	18				18			
Link Offset(ft)	0				0			
Crosswalk Width(ft)	16				16			
Two way Left Turn Lane								
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9
Number of Detectors	0	0		2	0	2		0
Detector Template								
Leading Detector (ft)	0	0		50	0	50		0
Trailing Detector (ft)	0	0		0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0		0
Detector 1 Size(ft)	0	0		20	0	20		0
Detector 1 Type				Cl+Ex		Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)				30		30		
Detector 2 Size(ft)				20		20		
Detector 2 Type				Cl+Ex		Cl+Ex		
Detector 2 Channel								

								
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR
Detector 2 Extend (s)				0.0		0.0		
Turn Type	NA	Perm		Prot	NA	Over		Perm
Protected Phases	2			4	6	4		
Permitted Phases		2						4
Detector Phase	2	2		4	6	4		4
Switch Phase								
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	17.0	17.6		17.6
Total Split (s)	120.0	120.0		50.0	120.0	50.0		50.0
Total Split (%)	70.6%	70.6%		29.4%	70.6%	29.4%		29.4%
Maximum Green (s)	113.0	113.0		42.4	113.0	42.4		42.4
Yellow Time (s)	4.0	4.0		3.5	4.0	3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0	4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0	7.6		7.6
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	0.2	0.2		3.0	0.2	3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max	None		None
Walk Time (s)	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0		31.0		31.0
Pedestrian Calls (#/hr)	1	1		0		0		0
Act Effct Green (s)	119.6	119.6		35.8	119.6	35.8		
Actuated g/C Ratio	0.70	0.70		0.21	0.70	0.21		
v/c Ratio	0.51	0.17		0.72	0.48	0.83		
Control Delay	12.7	9.6		61.9	8.5	76.6		
Queue Delay	0.1	0.0		0.0	0.3	0.0		
Total Delay	12.8	9.6		61.9	8.9	76.6		
LOS	B	A		E	A	E		
Approach Delay	12.5				20.6			
Approach LOS	B				C			
Queue Length 50th (ft)	316	65		278	172	291		
Queue Length 95th (ft)	393	110		m319	289	353		
Internal Link Dist (ft)	545				496			
Turn Bay Length (ft)		55		150		205		
Base Capacity (vph)	3492	1049		786	3492	685		
Starvation Cap Reductn	0	0		0	1024	0		
Spillback Cap Reductn	621	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.62	0.17		0.61	0.68	0.70		

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 168 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83

44: Front St/Drwy & 4th St & Hempstead Tpke

05/23/2024

Intersection Signal Delay: 23.0

Intersection LOS: C

Intersection Capacity Utilization 60.1%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke

→ Ø2 (R) 120 s	↙ Ø4 50 s
← Ø6 (R) 120 s	













Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	396	1674	21	14	1399	102	88	84	14	181	80	490
Future Volume (vph)	396	1674	21	14	1399	102	88	84	14	181	80	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99	1.00		1.00	0.98	0.97
Frt		0.998			0.990			0.979			0.891	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3120	4953	0	1745	4909	0	1745	1732	0	1728	1501	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3117	4953	0	1742	4909	0	1728	1732	0	1721	1501	1429
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	4		7	7		4	11		3	3		11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	0%	0%	1%	3%	1%
Adj. Flow (vph)	430	1820	23	15	1521	111	96	91	15	197	87	533
Shared Lane Traffic (%)												43%
Lane Group Flow (vph)	430	1843	0	15	1632	0	96	106	0	197	316	304
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB B Friday Evening peak hour
05/23/2024

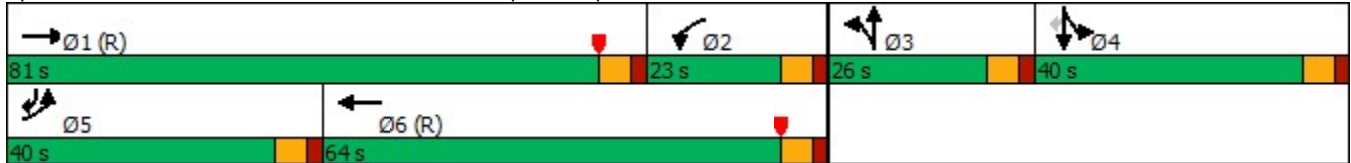
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	26.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	40.0	81.0		23.0	64.0		26.0	26.0		40.0	40.0	40.0
Total Split (%)	23.5%	47.6%		13.5%	37.6%		15.3%	15.3%		23.5%	23.5%	23.5%
Maximum Green (s)	34.0	75.0		17.0	58.0		20.0	20.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		4			1		2	2		1	1	
Act Effct Green (s)	27.7	88.8		10.0	64.3		14.6	14.6		39.4	39.4	67.1
Actuated g/C Ratio	0.16	0.52		0.06	0.38		0.09	0.09		0.23	0.23	0.39
v/c Ratio	0.85	0.71		0.15	0.88		0.64	0.72		0.49	0.91	0.53
Control Delay	69.9	33.0		66.1	48.9		93.6	100.2		62.7	92.6	39.5
Queue Delay	0.0	0.4		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	69.9	33.4		66.1	48.9		93.6	100.2		62.7	92.6	39.5
LOS	E	C		E	D		F	F		E	F	D
Approach Delay		40.3			49.1			97.1			65.6	
Approach LOS		D			D			F			E	
Queue Length 50th (ft)	247	582		17	627		105	117		193	365	254
Queue Length 95th (ft)	268	763		m37	#768		168	184		293	#621	351
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	624	2587		174	1856		205	203		400	347	624
Starvation Cap Reductn	0	259		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.69	0.79		0.09	0.88		0.47	0.52		0.49	0.91	0.49

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 147 (86%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91


































Intersection Signal Delay: 49.7
 Intersection Capacity Utilization 85.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB B Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	 
Traffic Volume (vph)	305	1487	146	206	1354	146	225	373	234	236	293	198
Future Volume (vph)	305	1487	146	206	1354	146	225	373	234	236	293	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99		0.97	0.99		0.98
Frt		0.987			0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4895	0	3120	4882	0	3268	3490	1561	3268	3455	1439
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3234	4895	0	3116	4882	0	3242	3490	1519	3240	3455	1404
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	4		7	7		4	9		11	11		9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	1%	1%	1%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	328	1599	157	222	1456	157	242	401	252	254	315	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	328	1756	0	222	1613	0	242	401	252	254	315	213
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB B Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	33.0	61.0		33.0	61.0		33.0	43.0	33.0	33.0	43.0	33.0
Total Split (%)	19.4%	35.9%		19.4%	35.9%		19.4%	25.3%	19.4%	19.4%	25.3%	19.4%
Maximum Green (s)	26.0	53.0		26.0	53.0		26.0	35.0	26.0	26.0	35.0	26.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		3			4			2			1	
Act Effct Green (s)	21.5	81.0		16.5	75.9		20.7	25.0	42.5	17.6	21.9	44.4
Actuated g/C Ratio	0.13	0.48		0.10	0.45		0.12	0.15	0.25	0.10	0.13	0.26
v/c Ratio	0.80	0.75		0.74	0.74		0.61	0.78	0.66	0.75	0.71	0.57
Control Delay	86.9	40.3		89.0	42.8		77.4	80.5	43.4	88.0	79.2	37.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.9	40.3		89.0	42.8		77.4	80.5	43.4	88.0	79.2	37.9
LOS	F	D		F	D		E	F	D	F	E	D
Approach Delay		47.6			48.4			69.2			70.8	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	186	571		126	533		132	232	190	144	182	149
Queue Length 95th (ft)	236	#829		171	#782		182	273	209	191	215	164
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	498	2331		477	2179		499	718	471	499	711	410
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.75		0.47	0.74		0.48	0.56	0.54	0.51	0.44	0.52











Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 129 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80

Intersection Signal Delay: 54.6
 Intersection Capacity Utilization 87.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



							Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations							
Traffic Volume (vph)	402	32	508	444	0	353	
Future Volume (vph)	402	32	508	444	0	353	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor							
Frt	0.989					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3358	0	3236	3303	0	2760	
Flt Permitted			0.950				
Satd. Flow (perm)	3358	0	3236	3303	0	2760	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						87	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)					1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	3%	0%	1%	2%	0%	3%	
Adj. Flow (vph)	447	36	564	493	0	392	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	483	0	564	493	0	392	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	20.1		44.1	18.0		44.1	
Actuated g/C Ratio	0.26		0.58	0.24		0.58	
v/c Ratio	0.55		0.30	0.63		0.24	
Control Delay	27.7		8.5	29.7		6.2	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	27.7		8.5	29.7		6.2	
LOS	C		A	C		A	
Approach Delay	27.7			18.4	6.2		
Approach LOS	C			B	A		
Queue Length 50th (ft)	103		63	110		35	
Queue Length 95th (ft)	166		89	157		56	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	884		2299	1521		1986	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.55		0.25	0.32		0.20	

Intersection Summary





















Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 76.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 18.3
 Intersection Capacity Utilization 41.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A













Splits and Phases: 47: Merrick Ave & Bellmore Ave



Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

FB B Friday Evening peak hour
05/23/2024

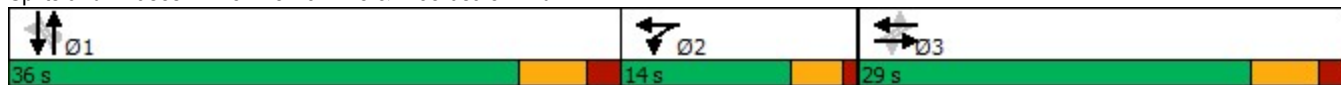
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	233	18	140	194	33	27	436	182	42	382	148
Future Volume (vph)	112	233	18	140	194	33	27	436	182	42	382	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.978			0.956			0.958	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3420	0	1668	3328	0	1745	3403	0	1694	3287	0
Flt Permitted	0.597			0.582			0.372			0.312		
Satd. Flow (perm)	1001	3420	0	1022	3328	0	683	3403	0	556	3287	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			34			94			83	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	1%	0%	1%	3%	0%	0%	2%	0%	3%	2%	1%
Adj. Flow (vph)	123	256	20	154	213	36	30	479	200	46	420	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	276	0	154	249	0	30	679	0	46	583	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		3		2	2 3			1			1	
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0	20.0	
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0	36.0	
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%	45.6%	
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0	6.0	
Lead/Lag				Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2	0.2	
Recall Mode	Max	Max		None			Max	Max		Max	Max	
Walk Time (s)	8.0	8.0					1.0	1.0		1.0	1.0	
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)	0	0					0	0		0	0	
Act Effct Green (s)	26.0	26.0		35.4	39.4		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.33	0.33		0.45	0.50		0.38	0.38		0.38	0.38	
v/c Ratio	0.38	0.25		0.30	0.15		0.12	0.51		0.22	0.45	
Control Delay	25.2	19.9		12.8	9.5		18.4	18.0		21.0	17.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.2	19.9		12.8	9.5		18.4	18.0		21.0	17.3	
LOS	C	B		B	A		B	B		C	B	
Approach Delay		21.5			10.8			18.0			17.6	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	46	50		40	28		10	113		15	94	
Queue Length 95th (ft)	98	83		73	47		29	171		43	145	
Internal Link Dist (ft)		194			404			460			243	
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	327	1126		566	1630		257	1344		210	1293	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.25		0.27	0.15		0.12	0.51		0.22	0.45	

Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 79.4
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 17.2
 Intersection Capacity Utilization 64.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd



Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	35	181	111	11	75	175	208	43	26	312	611	250
Future Volume (vph)	35	181	111	11	75	175	208	43	26	312	611	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frnt		0.940					0.974				0.956	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1685	3295	0	0	0	1608	3238	0	0	1682	3303	0
Flt Permitted	0.592					0.562				0.385		
Satd. Flow (perm)	1050	3295	0	0	0	952	3238	0	0	682	3303	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	0%	0%	1%	1%	6%	0%	2%	0%	1%	1%
Adj. Flow (vph)	36	187	114	11	77	180	214	44	27	322	630	258
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	312	0	0	0	257	258	0	0	349	888	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	34		1	1	12	
Permitted Phases	4				34	34			12	12		
Detector Phase	4	4			3	3	34		1	1	12	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		

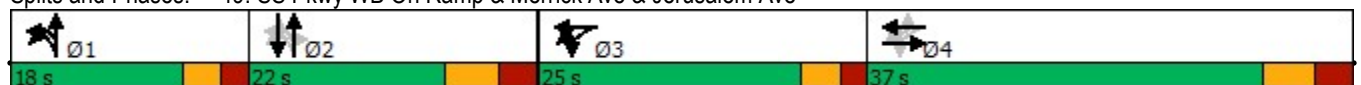
	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	46	285	146	23
Future Volume (vph)	46	285	146	23
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Flt		0.944		
Flt Protected	0.950			
Satd. Flow (prot)	1685	3274	0	0
Flt Permitted	0.320			
Satd. Flow (perm)	567	3274	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%
Adj. Flow (vph)	47	294	151	24
Shared Lane Traffic (%)				
Lane Group Flow (vph)	47	469	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		





Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	12.4	12.4				28.3	33.3			30.2	35.2	
Actuated g/C Ratio	0.16	0.16				0.36	0.42			0.38	0.45	
v/c Ratio	0.22	0.60				0.56	0.19			0.82	0.60	
Control Delay	33.2	36.4				20.5	14.1			35.8	19.6	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	33.2	36.4				20.5	14.1			35.8	19.6	
LOS	C	D				C	B			D	B	
Approach Delay		36.0					17.3				24.2	
Approach LOS		D					B				C	
Queue Length 50th (ft)	15	75				83	40			112	161	
Queue Length 95th (ft)	45	124				136	62			#277	282	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	403	1265				559	2062			428	1480	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.09	0.25				0.46	0.13			0.82	0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 78.6
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 27.6
 Intersection Capacity Utilization 101.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service G
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave















Lane Group	 SBL	 SBT	 SBR	 SBR2
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	0	0		
Act Effct Green (s)	15.1	15.1		
Actuated g/C Ratio	0.19	0.19		
v/c Ratio	0.44	0.75		
Control Delay	45.2	40.0		
Queue Delay	0.0	0.0		
Total Delay	45.2	40.0		
LOS	D	D		
Approach Delay		40.4		
Approach LOS		D		
Queue Length 50th (ft)	20	113		
Queue Length 95th (ft)	#70	#218		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	108	628		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.44	0.75		
Intersection Summary				

Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	585	99	115	557	139	124	412	50	125	412	65
Future Volume (vph)	144	585	99	115	557	139	124	412	50	125	412	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99		0.99	0.99		0.99	1.00	
Frt		0.978			0.970			0.984			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1668	3323	0	1636	3274	0	1668	1789	0	1685	1806	0
Flt Permitted	0.189			0.216			0.170			0.189		
Satd. Flow (perm)	328	3323	0	368	3274	0	297	1789	0	330	1806	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			33			7			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	20		17	17		20	15		42	42		15
Confl. Bikes (#/hr)						2			6			9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	1%	3%	2%	2%	1%	4%	2%	0%	3%	0%
Adj. Flow (vph)	152	616	104	121	586	146	131	434	53	132	434	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	720	0	121	732	0	131	487	0	132	502	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

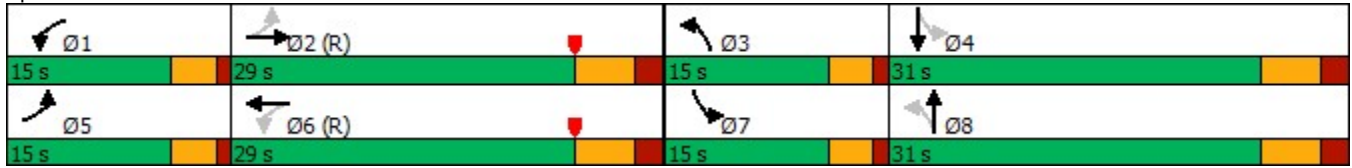
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	30.0		7.0	30.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		5			14			6			7	
Act Effct Green (s)	36.5	25.3		35.0	24.6		38.3	27.9		38.2	27.8	
Actuated g/C Ratio	0.41	0.28		0.39	0.27		0.43	0.31		0.42	0.31	
v/c Ratio	0.57	0.76		0.46	0.80		0.52	0.87		0.50	0.89	
Control Delay	24.4	35.6		21.6	37.4		21.5	48.3		20.6	50.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.4	35.6		21.6	37.4		21.5	48.3		20.6	50.0	
LOS	C	D		C	D		C	D		C	D	
Approach Delay		33.6			35.1			42.6			43.9	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	52	193		41	197		41	255		41	264	
Queue Length 95th (ft)	91	#289		74	#295		76	#472		77	#488	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	302	950		308	918		301	558		314	565	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.50	0.76		0.39	0.80		0.44	0.87		0.42	0.89	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 59 (66%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 38.1
 Intersection Capacity Utilization 77.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave















Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	604	99	36	808	349	116	257	21	253	292	26
Future Volume (vph)	16	604	99	36	808	349	116	257	21	253	292	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.95	1.00	1.00		1.00	1.00	
Frt		0.979				0.850		0.989			0.988	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3315	0	1745	3455	1436	1685	1815	0	1636	1731	0
Flt Permitted		0.923		0.213			0.557			0.302		
Satd. Flow (perm)	0	3062	0	390	3455	1364	987	1815	0	520	1731	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		20						4			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	17		6	6		17	1		1	1		1
Confl. Bikes (#/hr)			1			5						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	3%	0%	0%	1%	5%	0%	0%	0%	3%	3%	24%
Adj. Flow (vph)	17	643	105	38	860	371	123	273	22	269	311	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	765	0	38	860	371	123	295	0	269	339	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
 51: Brookside Ave/Uniondale Ave & Nassau Rd

FB B Friday Evening peak hour
 05/23/2024


















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	19.0	19.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	0	0			0	0						
Act Effct Green (s)		31.5		39.5	38.5	38.5	17.9	17.9		35.2	34.2	
Actuated g/C Ratio		0.37		0.47	0.45	0.45	0.21	0.21		0.41	0.40	
v/c Ratio		0.67		0.13	0.55	0.60	0.59	0.76		0.77	0.48	
Control Delay		27.1		14.2	18.7	22.8	43.7	45.5		36.3	22.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		27.1		14.2	18.7	22.8	43.7	45.5		36.3	22.0	
LOS		C		B	B	C	D	D		D	C	
Approach Delay		27.1			19.8			45.0			28.3	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		192		11	173	147	63	156		107	140	
Queue Length 95th (ft)		284		29	245	254	125	251		#222	226	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1150		327	1863	735	272	503		349	812	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.67		0.12	0.46	0.50	0.45	0.59		0.77	0.42	







Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 84.9
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 26.8
 Intersection Capacity Utilization 82.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		  	  		  	
Traffic Volume (vph)	319	919	942	71	62	532
Future Volume (vph)	319	919	942	71	62	532
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.97	0.91
Ped Bike Factor	1.00		1.00		0.99	0.99
Frt			0.990		0.878	0.850
Flt Protected	0.950				0.991	
Satd. Flow (prot)	1652	4841	4876	0	3004	1407
Flt Permitted	0.203				0.991	
Satd. Flow (perm)	353	4841	4876	0	3003	1389
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			11		286	7
Link Speed (mph)		40	40		25	
Link Distance (ft)		324	370		322	
Travel Time (s)		5.5	6.3		8.8	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	1%	11%	7%	1%
Adj. Flow (vph)	343	988	1013	76	67	572
Shared Lane Traffic (%)						50%
Lane Group Flow (vph)	343	988	1089	0	353	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	10		32	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		42	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	0	0		1	1
Detector Template						
Leading Detector (ft)	46	0	0		30	30
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	0	0		30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	26					
Detector 2 Size(ft)	20					
Detector 2 Type	Cl+Ex					
Detector 2 Channel						
Detector 2 Extend (s)	0.0					
Turn Type	pm+pt	NA	NA		Prot	pm+ov

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	2	1 2	1		3	2
Permitted Phases	1 2					3
Detector Phase	2	1 2	1		3	2
Switch Phase						
Minimum Initial (s)	3.0		10.0		10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	9.0
Total Split (s)	27.0		35.0		43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag	Lag		Lead			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		0.2		3.0	2.0
Recall Mode	None		C-Min		None	None
Act Effct Green (s)	76.3	82.3	50.6		10.7	36.4
Actuated g/C Ratio	0.73	0.78	0.48		0.10	0.35
v/c Ratio	0.60	0.26	0.46		0.63	0.58
Control Delay	20.4	3.3	19.5		15.4	27.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	20.4	3.3	19.5		15.4	27.5
LOS	C	A	B		B	C
Approach Delay		7.7	19.5		20.8	
Approach LOS		A	B		C	
Queue Length 50th (ft)	48	50	176		21	146
Queue Length 95th (ft)	167	75	228		63	220
Internal Link Dist (ft)		244	290		242	
Turn Bay Length (ft)						
Base Capacity (vph)	582	3816	2353		1243	497
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.59	0.26	0.46		0.28	0.58

Intersection Summary






















Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 14.6
 Intersection Capacity Utilization 60.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

FB B Friday Evening peak hour
05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	33	1901	434	19	276	1953	103	395	36	428	139
Future Volume (vph)	3	33	1901	434	19	276	1953	103	395	36	428	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00		0.98		1.00	1.00			0.99	0.98	1.00
Frt				0.850			0.992			0.894	0.850	
Flt Protected		0.950				0.950			0.950	0.992		0.950
Satd. Flow (prot)	0	1685	4964	1589	0	3385	6259	0	3113	1427	1534	1772
Flt Permitted		0.950				0.950			0.950	0.992		0.950
Satd. Flow (perm)	0	1684	4964	1557	0	3383	6259	0	3113	1427	1511	1767
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				348			7			75	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		2		7		7		2			4	4
Confl. Bikes (#/hr)				3				2			2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	5%	0%	0%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	3	34	1940	443	19	282	1993	105	403	37	437	142
Shared Lane Traffic (%)									10%		42%	40%
Lane Group Flow (vph)	0	37	1940	443	0	301	2098	0	363	261	253	85
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↙	↙
Traffic Volume (vph)	30	91
Future Volume (vph)	30	91
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	0.99
Frt		0.850
Flt Protected	0.969	
Satd. Flow (prot)	1691	1599
Flt Permitted	0.969	
Satd. Flow (perm)	1687	1578
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	0%	1%
Adj. Flow (vph)	31	93
Shared Lane Traffic (%)		
Lane Group Flow (vph)	88	93
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	2			1		2	2		
Act Effct Green (s)		9.1	64.3	102.8		19.4	74.6		38.5	38.5	63.9	13.8
Actuated g/C Ratio		0.06	0.40	0.64		0.12	0.47		0.24	0.24	0.40	0.09
v/c Ratio		0.39	0.97	0.39		0.74	0.72		0.49	0.65	0.40	0.56
Control Delay		92.2	43.8	1.5		78.6	37.9		53.4	45.2	25.6	83.8
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		92.2	43.8	1.5		78.6	37.9		53.4	45.2	25.6	83.8
LOS		F	D	A		E	D		D	D	C	F
Approach Delay			36.8				43.0			42.9		
Approach LOS			D				D			D		
Queue Length 50th (ft)		41	~818	12		159	534		174	200	141	90
Queue Length 95th (ft)		m50	#1003	m50		206	635		223	310	201	154
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	1994	1190		507	2922		894	463	676	177
Starvation Cap Reductn		0	0	37		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	18		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.15	0.97	0.38		0.59	0.72		0.41	0.56	0.37	0.48

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated







Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	13.8	22.9
Actuated g/C Ratio	0.09	0.14
v/c Ratio	0.60	0.41
Control Delay	87.4	37.9
Queue Delay	0.0	0.0
Total Delay	87.4	37.9
LOS	F	D
Approach Delay	68.9	
Approach LOS	E	
Queue Length 50th (ft)	94	52
Queue Length 95th (ft)	160	78
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	169	394
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.52	0.24
Intersection Summary		

Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 41.6
 Intersection Capacity Utilization 91.6%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F

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













Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

Lanes, Volumes, Timings
 54: Salisbury Park Dr/School St & Old Country Rd

FB B Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	1202	592	27	1019	69	337	82	29	84	128	109
Future Volume (vph)	166	1202	592	27	1019	69	337	82	29	84	128	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98		1.00			1.00		1.00	0.99	
Frt			0.850		0.991			0.961			0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1631	3657	1615	1560	3469	0	3204	1659	0	1787	1682	0
Flt Permitted	0.080			0.115			0.950			0.950		
Satd. Flow (perm)	137	3657	1580	189	3469	0	3204	1659	0	1779	1682	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			378		5			12				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)	4		4	4		4			3	3		
Confl. Bikes (#/hr)			3			2			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	2%	0%	8%	3%	2%	2%	3%	0%	1%	1%	1%
Adj. Flow (vph)	177	1279	630	29	1084	73	359	87	31	89	136	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	1279	630	29	1157	0	359	118	0	89	252	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20			20	
Link Offset(ft)		0			0			0			-12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	77.4	69.0	69.0	64.4	56.6		21.7	21.7		25.0	25.0	
Actuated g/C Ratio	0.55	0.49	0.49	0.46	0.40		0.16	0.16		0.18	0.18	
v/c Ratio	0.76	0.71	0.65	0.20	0.82		0.72	0.44		0.28	0.84	
Control Delay	49.6	33.0	15.3	21.6	44.5		64.6	52.4		50.8	79.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.6	33.0	15.3	21.6	44.5		64.6	52.4		50.8	79.2	
LOS	D	C	B	C	D		E	D		D	E	
Approach Delay		29.1			44.0			61.6			71.8	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	99	501	177	12	500		162	88		70	222	
Queue Length 95th (ft)	192	#717	374	33	#772		206	146		120	318	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	242	1802	970	223	1404		778	411		370	348	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.73	0.71	0.65	0.13	0.82		0.46	0.29		0.24	0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 132 (94%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 40.7

Intersection LOS: D







Intersection Capacity Utilization 80.9%















ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

 Ø1 17 s	 Ø2 (R) 48 s	 Ø4 35 s	 Ø8 40 s
 Ø5 17 s	 Ø6 (R) 48 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	262	260	153	1068	1016	151
Future Volume (vph)	262	260	153	1068	1016	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.981	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1615	1770	3539	3383	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1615	371	3539	3383	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		3			21	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			3			3
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	2%	2%	5%	1%
Adj. Flow (vph)	285	283	166	1161	1104	164
Shared Lane Traffic (%)						
Lane Group Flow (vph)	285	283	166	1161	1268	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	1					
Act Effct Green (s)	13.0	31.4	36.5	38.6	20.1	
Actuated g/C Ratio	0.20	0.49	0.57	0.61	0.32	
v/c Ratio	0.42	0.35	0.31	0.54	1.17	
Control Delay	23.7	10.9	7.4	9.2	110.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.7	10.9	7.4	9.2	110.7	
LOS	C	B	A	A	F	
Approach Delay	17.3			9.0	110.7	
Approach LOS	B			A	F	
Queue Length 50th (ft)	50	61	21	115	~313	
Queue Length 95th (ft)	80	106	57	221	#510	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1325	811	548	2107	1084	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.22	0.35	0.30	0.55	1.17	















Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 63.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 51.2
 Intersection Capacity Utilization 62.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service B

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	43	32	29	1329	1156	16
Future Volume (vph)	43	32	29	1329	1156	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.998	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1568	1805	5085	3459	0
Flt Permitted	0.950		0.182			
Satd. Flow (perm)	1770	1568	346	5085	3459	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		34			2	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			4			4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	3%	0%	2%	4%	13%
Adj. Flow (vph)	45	34	31	1399	1217	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	34	31	1399	1234	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	
Permitted Phases		3	1 2			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	1	1				
Act Effct Green (s)	10.5	10.5	33.0	41.8	22.0	
Actuated g/C Ratio	0.19	0.19	0.59	0.74	0.39	
v/c Ratio	0.14	0.11	0.06	0.37	0.91	
Control Delay	19.0	7.7	8.9	6.5	36.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.0	7.7	8.9	6.5	36.8	
LOS	B	A	A	A	D	
Approach Delay	14.1			6.5	36.8	
Approach LOS	B			A	D	
Queue Length 50th (ft)	12	0	3	67	~255	
Queue Length 95th (ft)	34	17	20	204	#594	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	869	787	626	3910	1354	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.04	0.05	0.36	0.91	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 56.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 20.3
 Intersection Capacity Utilization 47.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

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

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

Splits and Phases: 56: Merrick Ave & Privado Rd















Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1021	257	172	675	44	208	118	176	22	163	30
Future Volume (vph)	34	1021	257	172	675	44	208	118	176	22	163	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.99			1.00	
Frt			0.850			0.850		0.910			0.981	
Flt Protected	0.950			0.950			0.950				0.995	
Satd. Flow (prot)	1624	5085	1492	1668	5036	1478	1624	1537	0	0	1824	0
Flt Permitted	0.950			0.950			0.511				0.870	
Satd. Flow (perm)	1624	5085	1492	1668	5036	1478	874	1537	0	0	1594	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						96		85			9	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)									12	12		
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	2%	1%	1%	3%	2%	0%	0%	0%	5%	1%	3%
Adj. Flow (vph)	43	1276	321	215	844	55	260	148	220	28	204	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	1276	321	215	844	55	260	368	0	0	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB B Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	40.0	40.0	16.0	45.0	45.0	44.0	44.0		44.0	44.0	
Total Split (%)	11.0%	40.0%	40.0%	16.0%	45.0%	45.0%	44.0%	44.0%		44.0%	44.0%	
Maximum Green (s)	6.0	32.6	32.6	11.0	37.6	37.6	37.2	37.2		37.2	37.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.7	37.8	37.8	11.0	47.2	47.2	32.0	32.0				32.0
Actuated g/C Ratio	0.06	0.38	0.38	0.11	0.47	0.47	0.32	0.32				0.32
v/c Ratio	0.47	0.66	0.57	1.17	0.36	0.07	0.93	0.67				0.52
Control Delay	62.4	29.0	31.3	162.2	19.4	1.3	71.5	27.9				29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	62.4	29.0	31.3	162.2	19.4	1.3	71.5	27.9				29.6
LOS	E	C	C	F	B	A	E	C				C
Approach Delay		30.4			46.0			45.9				29.6
Approach LOS		C			D			D				C
Queue Length 50th (ft)	27	256	168	~164	139	0	152	148				128
Queue Length 95th (ft)	56	273	232	#262	158	2	#230	196				169
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	97	1921	563	183	2376	748	325	625				598
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.44	0.66	0.57	1.17	0.36	0.07	0.80	0.59				0.45

Intersection Summary

Area Type: Other
Cycle Length: 100

Actuated Cycle Length: 100
 Offset: 59 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 37.8
 Intersection Capacity Utilization 86.5%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

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













Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke



Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	72	16	43	72	150	11	459	36	195	615	31
Future Volume (vph)	19	72	16	43	72	150	11	459	36	195	615	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00				0.99	1.00	1.00		1.00	1.00	
Frt		0.980				0.850		0.989			0.993	
Flt Protected		0.991			0.982		0.950			0.950		
Satd. Flow (prot)	0	1809	0	0	1792	1615	1624	3383	0	1624	3219	0
Flt Permitted		0.920			0.854		0.317			0.395		
Satd. Flow (perm)	0	1679	0	0	1559	1594	541	3383	0	675	3219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				181		12			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	1					1	3		1	1		3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	23	87	19	52	87	181	13	553	43	235	741	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	129	0	0	139	181	13	596	0	235	778	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		
Detector 2 Channel												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	27.5	27.5		27.5	27.5	27.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes			Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	1	1		1	1	1						
Act Effct Green (s)		11.5			11.5	11.5	20.3	20.3		28.7	31.3	
Actuated g/C Ratio		0.21			0.21	0.21	0.38	0.38		0.53	0.58	
v/c Ratio		0.35			0.42	0.38	0.06	0.46		0.49	0.42	
Control Delay		18.9			22.3	5.8	15.5	15.3		9.9	7.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		18.9			22.3	5.8	15.5	15.3		9.9	7.8	
LOS		B			C	A	B	B		A	A	
Approach Delay		18.9			13.0			15.3			8.3	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		30			38	0	2	64		24	52	
Queue Length 95th (ft)		64			74	30	14	138		79	126	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		736			676	793	203	1283		574	1871	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.18			0.21	0.23	0.06	0.46		0.41	0.42	

Intersection Summary










Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 53.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 11.7
 Intersection LOS: B

Intersection Capacity Utilization 60.9%
Analysis Period (min) 15

ICU Level of Service B

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	149	116	47	178	125
Future Volume (vph)	13	149	116	47	178	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.875		0.961			
Flt Protected	0.996					0.971
Satd. Flow (prot)	1641	0	1997	0	0	1888
Flt Permitted	0.996					0.971
Satd. Flow (perm)	1641	0	1997	0	0	1888
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)	1	2		4	4	
Confl. Bikes (#/hr)		2				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	2%	1%	1%
Adj. Flow (vph)	14	166	129	52	198	139
Shared Lane Traffic (%)						
Lane Group Flow (vph)	180	0	181	0	0	337
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 46.4% ICU Level of Service A
Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 59: Main St & Meadow St













FB B Friday Evening peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	149	116	47	178	125
Future Volume (Veh/h)	13	149	116	47	178	125
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	14	166	129	52	198	139
Pedestrians	4		1			2
Lane Width (ft)	12.0		15.0			13.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.92					
vC, conflicting volume	695	161			185	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	623	161			185	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	81			86	
cM capacity (veh/h)	355	881			1390	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	180	181	337			
Volume Left	14	0	198			
Volume Right	166	52	0			
cSH	790	1700	1390			
Volume to Capacity	0.23	0.11	0.14			
Queue Length 95th (ft)	22	0	12			
Control Delay (s)	10.9	0.0	5.2			
Lane LOS	B		A			
Approach Delay (s)	10.9	0.0	5.2			
Approach LOS	B					
Intersection Summary						
Average Delay			5.3			
Intersection Capacity Utilization			46.4%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	144	44	15	123	14	21	169	21	39	290	30
Future Volume (vph)	26	144	44	15	123	14	21	169	21	39	290	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00	0.98		1.00	0.98
Frt		0.972			0.988				0.850			0.850
Flt Protected		0.994			0.995			0.994			0.994	
Satd. Flow (prot)	0	1802	0	0	1836	0	0	1747	1615	0	1702	1507
Flt Permitted		0.936			0.945			0.936			0.942	
Satd. Flow (perm)	0	1697	0	0	1743	0	0	1645	1576	0	1612	1471
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		29							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)			2	2			2		2	2		2
Confl. Bikes (#/hr)			2			3			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	1%	0%	8%	3%	0%
Adj. Flow (vph)	30	164	50	17	140	16	24	192	24	44	330	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	244	0	0	173	0	0	216	24	0	374	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

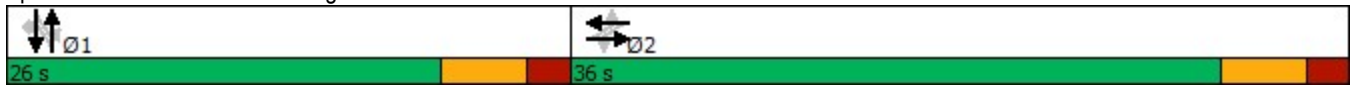
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)		12.0			12.0			20.2	20.2		20.2	20.2
Actuated g/C Ratio		0.27			0.27			0.46	0.46		0.46	0.46
v/c Ratio		0.51			0.36			0.29	0.03		0.51	0.05
Control Delay		15.6			15.1			9.9	1.6		12.7	2.6
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		15.6			15.1			9.9	1.6		12.7	2.6
LOS		B			B			A	A		B	A
Approach Delay		15.6			15.1			9.1			11.8	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		45			35			28	0		54	0
Queue Length 95th (ft)		87			68			85	5		156	9
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1167			1189			748	746		733	698
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.21			0.15			0.29	0.03		0.51	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 44.3
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 12.6
 Intersection Capacity Utilization 65.6%
 Analysis Period (min) 15

















Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 60: Washington Ave & Meadow St



Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB B Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	76	49	5	59	14	37	522	17	15	666	73
Future Volume (vph)	58	76	49	5	59	14	37	522	17	15	666	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.964			0.976			0.995			0.986	
Flt Protected		0.984			0.997			0.997			0.999	
Satd. Flow (prot)	0	1751	0	0	1818	0	0	3453	0	0	3471	0
Flt Permitted		0.864			0.967			0.875			0.940	
Satd. Flow (perm)	0	1537	0	0	1764	0	0	3031	0	0	3265	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			14			6			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	2		2	2		2	2		4	4		2
Confl. Bikes (#/hr)			1			3						4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	0%	8%	0%	4%	0%	7%	2%	3%
Adj. Flow (vph)	60	78	51	5	61	14	38	538	18	15	687	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	80	0	0	594	0	0	777	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

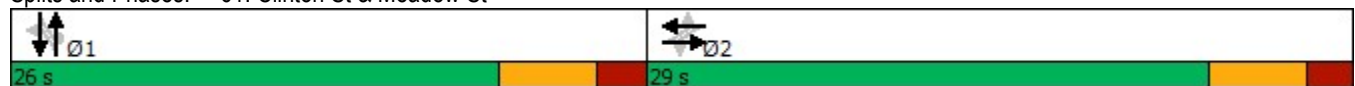
FB B Friday Evening peak hour
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








Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)		10.6			10.6			24.6			24.6	
Actuated g/C Ratio		0.25			0.25			0.57			0.57	
v/c Ratio		0.46			0.18			0.34			0.42	
Control Delay		14.2			11.3			8.5			8.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.2			11.3			8.5			8.8	
LOS		B			B			A			A	
Approach Delay		14.2			11.3			8.5			8.8	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		29			12			38			52	
Queue Length 95th (ft)		67			34			108			141	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		846			955			1731			1872	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.22			0.08			0.34			0.42	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 43.1
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 9.5
 Intersection Capacity Utilization 69.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 61: Clinton St & Meadow St













						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	6	66	11	6	60	20
Future Volume (vph)	6	66	11	6	60	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.876				0.966	
Flt Protected				0.968	0.964	
Satd. Flow (prot)	1634	0	0	1737	1887	0
Flt Permitted				0.968	0.964	
Satd. Flow (perm)	1634	0	0	1737	1887	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)					1	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	2%	0%	17%	0%	0%
Adj. Flow (vph)	8	89	15	8	81	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	0	0	23	108	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.8% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
62: Lindbergh St & Meadow St

FB B Friday Evening peak hour
05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	6	66	11	6	60	20
Future Volume (Veh/h)	6	66	11	6	60	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	8	89	15	8	81	27
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			97		92	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			97		92	52
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		91	97
cM capacity (veh/h)			1509		904	1021
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	97	23	108			
Volume Left	0	15	81			
Volume Right	89	0	27			
cSH	1700	1509	930			
Volume to Capacity	0.06	0.01	0.12			
Queue Length 95th (ft)	0	1	10			
Control Delay (s)	0.0	4.9	9.4			
Lane LOS		A	A			
Approach Delay (s)	0.0	4.9	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			4.9			
Intersection Capacity Utilization			18.8%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	327	406	83	75	2
Future Volume (vph)	2	327	406	83	75	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.977		0.997	
Flt Protected					0.953	
Satd. Flow (prot)	0	1810	1826	0	1771	0
Flt Permitted					0.953	
Satd. Flow (perm)	0	1810	1826	0	1771	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	7			7		1
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	2%	0%	2%	0%
Adj. Flow (vph)	2	372	461	94	85	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	374	555	0	87	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 37.8% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 63: Westbury Blvd & Lindbergh St

FB B Friday Evening peak hour
 05/23/2024













						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	327	406	83	75	2
Future Volume (Veh/h)	2	327	406	83	75	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	372	461	94	85	2
Pedestrians		1			7	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	562				891	516
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	562				891	516
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				73	100
cM capacity (veh/h)	1013				310	559
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	374	555	87			
Volume Left	2	0	85			
Volume Right	0	94	2			
cSH	1013	1700	313			
Volume to Capacity	0.00	0.33	0.28			
Queue Length 95th (ft)	0	0	28			
Control Delay (s)	0.1	0.0	20.8			
Lane LOS	A		C			
Approach Delay (s)	0.1	0.0	20.8			
Approach LOS			C			
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			37.8%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
64: Oak Street & Westbury Blvd/Meadow St

FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	199	132	50	66	214	35	14	81	277	28	1	16
Future Volume (vph)	199	132	50	66	214	35	14	81	277	28	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	12	10
Storage Length (ft)	55		0	0		0		85		95		135
Storage Lanes	1		0	0		1		1		1		1
Taper Length (ft)	25			0				110				85
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99			1.00	0.98		1.00				
Frt		0.959				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1646	1646	0	0	1775	1311	0	1685	2957	1107	0	1500
Flt Permitted	0.534				0.877			0.604				0.460
Satd. Flow (perm)	923	1646	0	0	1573	1288	0	1069	2957	1107	0	726
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		27				95				95		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	5		9	9		5		2				
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	3%	2%	3%	2%	15%	0%	0%	18%	41%	0%	13%
Adj. Flow (vph)	219	145	55	73	235	38	15	89	304	31	1	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	200	0	0	308	38	0	104	304	31	0	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		11			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	1	1	1	1
Detector Template				Left			Left				Left	
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	20
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	217	177
Future Volume (vph)	217	177
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3323	1346
Flt Permitted		
Satd. Flow (perm)	3323	1316
Right Turn on Red		Yes
Satd. Flow (RTOR)		195
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	5%	4%
Adj. Flow (vph)	238	195
Shared Lane Traffic (%)		
Lane Group Flow (vph)	238	195
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		
Leading Detector (ft)	160	160
Trailing Detector (ft)	94	154
Detector 1 Position(ft)	154	154
Detector 1 Size(ft)	6	6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4			4				2		1	1
Permitted Phases	4			4		4	2	2		2	6	6
Detector Phase	4	4		4	4	4	2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	2.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	6.0
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	14.0
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	18.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5		5.5	5.5	5.5		4.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	None
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	1	1		1	1	1						
Act Effct Green (s)	20.2	20.2			20.2	20.2		17.3	17.3	17.3		20.4
Actuated g/C Ratio	0.40	0.40			0.40	0.40		0.34	0.34	0.34		0.41
v/c Ratio	0.59	0.30			0.49	0.07		0.28	0.30	0.07		0.05
Control Delay	20.2	10.4			14.7	0.4		17.6	15.0	0.3		10.6
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	20.2	10.4			14.7	0.4		17.6	15.0	0.3		10.6
LOS	C	B			B	A		B	B	A		B
Approach Delay		15.5			13.1				14.6			
Approach LOS		B			B				B			
Queue Length 50th (ft)	44	30			59	0		21	32	0		3
Queue Length 95th (ft)	133	85			150	2		71	81	0		14
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55							85		95		135
Base Capacity (vph)	468	847			797	699		542	1499	608		452
Starvation Cap Reductn	0	0			0	0		0	0	0		0
Spillback Cap Reductn	0	0			0	0		0	0	0		0
Storage Cap Reductn	0	0			0	0		0	0	0		0
Reduced v/c Ratio	0.47	0.24			0.39	0.05		0.19	0.20	0.05		0.04

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 50.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.59

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	17.0	17.0
Minimum Split (s)	22.5	22.5
Total Split (s)	30.5	30.5
Total Split (%)	40.7%	40.7%
Maximum Green (s)	25.0	25.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	Min	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	18.9	18.9
Actuated g/C Ratio	0.38	0.38
v/c Ratio	0.19	0.32
Control Delay	11.8	3.9
Queue Delay	0.0	0.0
Total Delay	11.8	3.9
LOS	B	A
Approach Delay	8.3	
Approach LOS	A	
Queue Length 50th (ft)	24	0
Queue Length 95th (ft)	47	32
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	2628	1081
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.09	0.18
Intersection Summary		

Intersection Signal Delay: 12.8
 Intersection Capacity Utilization 75.5%
 Analysis Period (min) 15



















Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke













FB B Friday Evening peak hour
 05/23/2024

												
Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	30	8	15	1817	24	1	38	1484	58	25	21	1
Future Volume (vph)	30	8	15	1817	24	1	38	1484	58	25	21	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.99	0.98	
Frt				0.998				0.994		0.850		
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	5123	0	0	1805	4823	0	1389	1715	0
Flt Permitted			0.950				0.950				0.708	
Satd. Flow (perm)	0	0	1802	5123	0	0	1802	4823	0	1370	1252	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				2								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		3	3		13		13		3	3	14	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	32	9	16	1954	26	1	41	1596	62	27	23	1
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	57	1980	0	0	42	1661	0	24	21	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	0	1	1	2		0	1	2		1	1	1
Detector Template		Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
Trailing Detector (ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Size(ft)	0	20	20	6		0	20	6		20	20	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94				94				
Detector 2 Size(ft)				6				6				
Detector 2 Type				Cl+Ex				Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)				0.0				0.0				

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	8	52	34	8	23
Future Volume (vph)	8	52	34	8	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00			0.99	
Frt	0.876			0.947	
Flt Protected	0.998			0.975	
Satd. Flow (prot)	1578	0	0	3293	0
Flt Permitted	0.984			0.787	
Satd. Flow (perm)	1551	0	0	2658	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	56				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)					14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	56	37	9	25
Shared Lane Traffic (%)					
Lane Group Flow (vph)	68	0	0	71	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	Cl+Ex			Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	

Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB B Friday Evening peak hour
05/23/2024

												
Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm
Protected Phases	5	5	5	2		1	1	6				
Permitted Phases										6	4	4
Detector Phase	5	5	5	2		1	1	6		6	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0
Total Split (s)	26.0	26.0	26.0	107.0		26.0	26.0	107.0		107.0	37.0	37.0
Total Split (%)	15.3%	15.3%	15.3%	62.9%		15.3%	15.3%	62.9%		62.9%	21.8%	21.8%
Maximum Green (s)	21.0	21.0	21.0	100.0		21.0	21.0	100.0		100.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			10.7	131.2			8.4	129.2		129.2	13.4	
Actuated g/C Ratio			0.06	0.77			0.05	0.76		0.76	0.08	
v/c Ratio			0.50	0.50			0.47	0.45		0.02	0.21	
Control Delay			97.1	1.4			94.7	9.6		8.2	74.2	
Queue Delay			0.0	0.0			0.0	0.0		0.0	0.0	
Total Delay			97.1	1.4			94.7	9.6		8.2	74.2	
LOS			F	A			F	A		A	E	
Approach Delay				4.1				11.6				
Approach LOS				A				B				
Queue Length 50th (ft)			68	61			46	229		6	24	
Queue Length 95th (ft)			m93	30			91	437		26	51	
Internal Link Dist (ft)				1126				408				
Turn Bay Length (ft)			360				105					
Base Capacity (vph)			222	3954			222	3665		1041	220	
Starvation Cap Reductn			0	0			0	0		0	0	
Spillback Cap Reductn			0	0			0	0		0	0	
Storage Cap Reductn			0	0			0	0		0	0	
Reduced v/c Ratio			0.26	0.50			0.19	0.45		0.02	0.10	

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 4 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 9.5
 Intersection LOS: A

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		39.0	39.0	
Total Split (s)	37.0		37.0	37.0	
Total Split (%)	21.8%		21.8%	21.8%	
Maximum Green (s)	30.0		30.0	30.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			25.0	25.0	
Pedestrian Calls (#/hr)			4	4	
Act Effct Green (s)	13.4			13.4	
Actuated g/C Ratio	0.08			0.08	
v/c Ratio	0.39			0.34	
Control Delay	27.2			76.0	
Queue Delay	0.0			0.0	
Total Delay	27.2			76.0	
LOS	C			E	
Approach Delay	38.3			76.0	
Approach LOS	D			E	
Queue Length 50th (ft)	13			41	
Queue Length 95th (ft)	62			62	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	319			469	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.21			0.15	
Intersection Summary					



Intersection Capacity Utilization 71.0%










ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

 Ø1 26 s	 Ø2 (R) 107 s	 Ø4 37 s
 Ø5 26 s	 Ø6 (R) 107 s	 Ø8 37 s







						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	723	0	0	1284	0	423
Future Volume (vph)	723	0	0	1284	0	423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3406	0	0	5136	0	2682
Flt Permitted						
Satd. Flow (perm)	3406	0	0	5136	0	2682
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	2%	2%	1%	2%	6%
Adj. Flow (vph)	803	0	0	1427	0	470
Shared Lane Traffic (%)						
Lane Group Flow (vph)	803	0	0	1427	0	470
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 41.5% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 82: Peninsula Blvd & Fulton Ave

FB B Friday Evening peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	723	0	0	1284	0	423	
Future Volume (Veh/h)	723	0	0	1284	0	423	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	803	0	0	1427	0	470	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)	171						
pX, platoon unblocked			0.81		0.81	0.81	
vC, conflicting volume			803		1279	402	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			302		886	0	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.4	
p0 queue free %			100		100	46	
cM capacity (veh/h)			1023		231	872	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	402	402	476	476	476	235	235
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	235	235
cSH	1700	1700	1700	1700	1700	872	872
Volume to Capacity	0.24	0.24	0.28	0.28	0.28	0.27	0.27
Queue Length 95th (ft)	0	0	0	0	0	27	27
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.6	10.6
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			10.6	
Approach LOS						B	
Intersection Summary							
Average Delay			1.9				
Intersection Capacity Utilization			41.5%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	268	417	0	754						
Future Volume (vph)	0	0	268	417	0	754						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.936	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3156	1386	0	3574						
Flt Permitted												
Satd. Flow (perm)	0	0	3156	1386	0	3574						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			230	275								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	0%	6%	0%	1%						
Adj. Flow (vph)	0	0	339	528	0	954						
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	0	0	592	275	0	954						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												



Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	19.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	25.0	14.0	8.0	26.0	32.0
Total Split (s)							31.0	50.0	39.0	31.0	50.0	39.0
Total Split (%)							26%	42%	33%	26%	42%	33%
Maximum Green (s)							26.0	44.0	33.0	26.0	44.0	33.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								2				11
Act Effct Green (s)			65.9	65.9								120.0
Actuated g/C Ratio			0.55	0.55								1.00
v/c Ratio			0.32	0.31								0.27
Control Delay			8.6	2.3								0.1
Queue Delay			0.0	0.0								0.0
Total Delay			8.6	2.3								0.1
LOS			A	A								A
Approach Delay			6.6									0.1
Approach LOS			A									A
Queue Length 50th (ft)			70	0								0
Queue Length 95th (ft)			80	20								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1818	877								3533
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			61	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.34	0.31								0.27










Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 25.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd



										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Lane Configurations												
Traffic Volume (vph)	0	0	725	0	924	0	325	0	1177			
Future Volume (vph)	0	0	725	0	924	0	325	0	1177			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0		400		0	0	0	0			
Storage Lanes		0		1		0	2	0	4			
Taper Length (ft)				100		0		0				
Lane Util. Factor	1.00	1.00	0.97	1.00	0.91	1.00	0.88	1.00	0.64			
Frt							0.850		0.850			
Flt Protected			0.950									
Satd. Flow (prot)	0	0	3433	0	5036	0	2842	0	4093			
Flt Permitted			0.950									
Satd. Flow (perm)	0	0	3433	0	5036	0	2842	0	4093			
Right Turn on Red							Yes	Yes				
Satd. Flow (RTOR)							50					
Link Speed (mph)	30				50	30		50				
Link Distance (ft)	446				646	343		189				
Travel Time (s)	10.1				8.8	7.8		2.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	2%	2%	2%	0%	3%	2%	0%	2%	1%			
Adj. Flow (vph)	0	0	788	0	1004	0	353	0	1279			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	788	0	1004	0	353	0	1279			
Enter Blocked Intersection	No	No	Yes	Yes	Yes	No	No	No	Yes			
Lane Alignment	Left	Right	Left	Left	Left	Left	R NA	Left	Left			
Median Width(ft)	30				40	4		40				
Link Offset(ft)	0				0	0		0				
Crosswalk Width(ft)	16				16	16		16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		9	15	15		15	9	50	50			
Number of Detectors			1		2		1		1			
Detector Template			Left		Thru		Right		Right			
Leading Detector (ft)			20		100		20		20			
Trailing Detector (ft)			0		0		0		0			
Detector 1 Position(ft)			0		0		0		0			
Detector 1 Size(ft)			20		6		20		20			
Detector 1 Type			Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)			0.0		0.0		0.0		0.0			
Detector 1 Queue (s)			0.0		0.0		0.0		0.0			
Detector 1 Delay (s)			0.0		0.0		0.0		0.0			
Detector 2 Position(ft)					94							
Detector 2 Size(ft)					6							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type			Prot		NA		pt+ov		Prot			
Protected Phases			1 8		6 8		8 1		2	1	6	8

										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Permitted Phases												
Detector Phase			1 8		6 8		8 1		2			
Switch Phase												
Minimum Initial (s)									5.0	5.0	5.0	5.0
Minimum Split (s)									28.0	11.0	22.5	22.5
Total Split (s)									31.0	11.0	42.0	23.0
Total Split (%)									47.7%	17%	65%	35%
Maximum Green (s)									25.0	5.0	36.0	17.0
Yellow Time (s)									4.0	4.0	4.0	4.0
All-Red Time (s)									2.0	2.0	2.0	2.0
Lost Time Adjust (s)									0.0			
Total Lost Time (s)									6.0			
Lead/Lag									Lag	Lead		
Lead-Lag Optimize?									Yes	Yes		
Vehicle Extension (s)									3.0	3.0	3.0	3.0
Recall Mode									Min	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									15.0			
Pedestrian Calls (#/hr)									0			
Act Effct Green (s)			28.0		63.7		28.0		23.6			
Actuated g/C Ratio			0.44		1.00		0.44		0.37			
v/c Ratio			0.52		0.20		0.28		0.84			
Control Delay			14.8		0.1		10.7		24.6			
Queue Delay			0.0		0.0		0.0		0.0			
Total Delay			14.8		0.1		10.7		24.6			
LOS			B		A		B		C			
Approach Delay					6.6	10.7		24.6				
Approach LOS					A	B		C				
Queue Length 50th (ft)			113		0		41		171			
Queue Length 95th (ft)			160		0		69		228			
Internal Link Dist (ft)	366				566	263		109				
Turn Bay Length (ft)			400									
Base Capacity (vph)			1511		4951		1279		1609			
Starvation Cap Reductn			0		0		0		0			
Spillback Cap Reductn			0		0		0		0			
Storage Cap Reductn			0		0		0		0			
Reduced v/c Ratio			0.52		0.20		0.28		0.79			







Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 63.7
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 13.7
 Intersection Capacity Utilization 51.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 360: Charles Lindbergh Blvd & Sands Ave












						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	1555	0	0	0	1636
Future Volume (vph)	0	1555	0	0	0	1636
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	6471	0	0	0	4014
Flt Permitted						
Satd. Flow (perm)	0	6471	0	0	0	4014
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.92	0.84	0.92	0.92	0.92	0.84
Heavy Vehicles (%)	0%	1%	0%	0%	0%	3%
Adj. Flow (vph)	0	1851	0	0	0	1948
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1851	0	0	0	1948
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 57.8% ICU Level of Service B
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	24	0	28	27	6	0
Future Volume (vph)	24	0	28	27	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.975		
Satd. Flow (prot)	1770	0	0	1816	1863	0
Flt Permitted	0.950			0.975		
Satd. Flow (perm)	1770	0	0	1816	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	0	30	29	7	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	59	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.6% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 400: James Doolittle Blvd & Parking F

FB B Friday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	0	28	27	6	0
Future Volume (Veh/h)	24	0	28	27	6	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	0	30	29	7	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	96	7	7			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	96	7	7			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	98			
cM capacity (veh/h)	887	1075	1614			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	26	59	7			
Volume Left	26	30	0			
Volume Right	0	0	0			
cSH	887	1614	1700			
Volume to Capacity	0.03	0.02	0.00			
Queue Length 95th (ft)	2	1	0			
Control Delay (s)	9.2	3.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.2	3.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization			19.6%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	51	6	0
Future Volume (vph)	0	0	0	51	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	609			233	378	
Travel Time (s)	13.8			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	55	7	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	55	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd

FB B Friday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	51	6	0
Future Volume (Veh/h)	0	0	0	51	6	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	55	7	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	62	7	7			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	62	7	7			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	944	1075	1614			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	55	7		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1614	1700		
Volume to Capacity	0.00	0.00	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	51	6	0
Future Volume (vph)	0	0	0	51	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	204	7	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	204	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 402: James Doolittle Blvd & Exist Hotel Access

FB B Friday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	51	6	0
Future Volume (Veh/h)	0	0	0	51	6	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	204	7	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	211	7	7			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	211	7	7			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	777	1075	1614			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	204	7			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1614	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	51	6	0
Future Volume (vph)	0	0	0	51	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	282	
Travel Time (s)	3.3			9.4	6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	55	7	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	55	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 403: James Doolittle Blvd & Marriott Drwy

FB B Friday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	51	6	0
Future Volume (Veh/h)	0	0	0	51	6	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	55	7	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	62	7	7			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	62	7	7			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	944	1075	1614			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	55	7			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1614	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	24	0	27	24	6	0
Future Volume (vph)	24	0	27	24	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.974		
Satd. Flow (prot)	1770	0	0	1814	1863	0
Flt Permitted	0.950			0.974		
Satd. Flow (perm)	1770	0	0	1814	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	293			282	453	
Travel Time (s)	6.7			6.4	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	0	29	26	7	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	55	7	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 404: James Doolittle Blvd & Parking E

FB B Friday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	0	27	24	6	0
Future Volume (Veh/h)	24	0	27	24	6	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	0	29	26	7	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	91	7	7			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	91	7	7			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	98			
cM capacity (veh/h)	893	1075	1614			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	26	55	7			
Volume Left	26	29	0			
Volume Right	0	0	0			
cSH	893	1614	1700			
Volume to Capacity	0.03	0.02	0.00			
Queue Length 95th (ft)	2	1	0			
Control Delay (s)	9.2	3.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.2	3.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.1			
Intersection Capacity Utilization			19.4%	ICU Level of Service		A
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	0	40	0	0	0	88	304	0	0	188	80
Future Volume (vph)	41	0	40	0	0	0	88	304	0	0	188	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850									0.955	
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1583	0	1863	1863	0	1770	3539	0	1863	3380	0
Flt Permitted							0.574					
Satd. Flow (perm)	1863	1583	0	1863	1863	0	1069	3539	0	1863	3380	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		567									87	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			609			296			509	
Travel Time (s)		5.4			13.8			6.7			11.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	0	43	0	0	0	96	330	0	0	204	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	43	0	0	0	0	96	330	0	0	291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			16			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm			Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

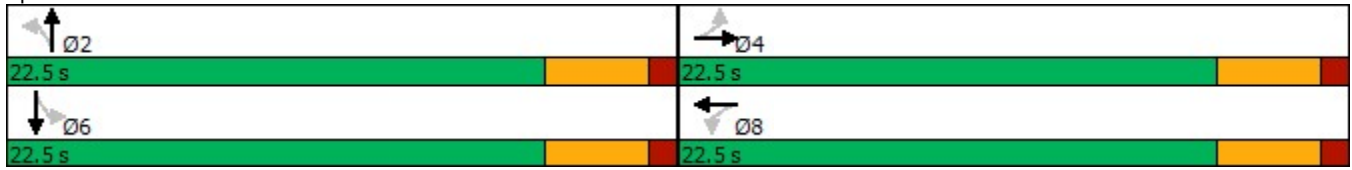
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	6.6	6.6					20.7	20.7			20.7	
Actuated g/C Ratio	0.22	0.22					0.70	0.70			0.70	
v/c Ratio	0.11	0.05					0.13	0.13			0.12	
Control Delay	10.0	0.1					5.0	4.0			3.1	
Queue Delay	0.0	0.0					0.0	0.0			0.0	
Total Delay	10.0	0.1					5.0	4.0			3.1	
LOS	B	A					A	A			A	
Approach Delay		5.2						4.2			3.1	
Approach LOS		A						A			A	
Queue Length 50th (ft)	8	0					7	12			7	
Queue Length 95th (ft)	15	0					22	26			18	
Internal Link Dist (ft)		159			529			216			429	
Turn Bay Length (ft)												
Base Capacity (vph)	1152	1195					809	2681			2581	
Starvation Cap Reductn	0	0					0	0			0	
Spillback Cap Reductn	0	0					0	0			0	
Storage Cap Reductn	0	0					0	0			0	
Reduced v/c Ratio	0.04	0.04					0.12	0.12			0.11	













Intersection Summary







Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 29.7
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.13
 Intersection Signal Delay: 3.9
 Intersection Capacity Utilization 28.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	289	188	308	37	81	645
Future Volume (vph)	289	188	308	37	81	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	0			0
Storage Lanes	0	1	1			1
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850			0.883	0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1563	1504
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1563	1504
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		204			248	236
Link Speed (mph)	30			30	30	
Link Distance (ft)	346			454	230	
Travel Time (s)	7.9			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	314	204	335	40	88	701
Shared Lane Traffic (%)						45%
Lane Group Flow (vph)	314	204	335	40	403	386
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			4	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split	NA	NA	pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	24.5	24.5	24.5	22.5	
Total Split (%)	32.9%	35.0%	35.0%	35.0%	32.1%	
Maximum Green (s)	18.5	20.0	20.0	20.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	14.7	35.2	15.7	15.7	12.9	32.5
Actuated g/C Ratio	0.25	0.61	0.27	0.27	0.22	0.56
v/c Ratio	0.70	0.20	0.70	0.08	0.74	0.41
Control Delay	30.6	1.5	29.2	18.3	18.4	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	1.5	29.2	18.3	18.4	4.3
LOS	C	A	C	B	B	A
Approach Delay	19.2			28.0	11.5	
Approach LOS	B			C	B	
Queue Length 50th (ft)	108	0	113	11	52	25
Queue Length 95th (ft)	#205	21	211	34	157	69
Internal Link Dist (ft)	266			374	150	
Turn Bay Length (ft)	200					
Base Capacity (vph)	604	1179	653	687	684	1050
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.17	0.51	0.06	0.59	0.37












Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 57.7
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 17.6
 Intersection Capacity Utilization 61.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

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

Splits and Phases: 408: East Dr/Sands Ave & North Dr














						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	325	0	0	725
Future Volume (vph)	0	0	325	0	0	725
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	353	0	0	788
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	353	0	0	788
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 23.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
409: Sands Ave & Parking E

FB B Friday Evening peak hour
05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	0	325	0	0	725
Future Volume (Veh/h)	0	0	325	0	0	725
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	353	0	0	788
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			343
pX, platoon unblocked						
vC, conflicting volume	747	176			353	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	747	176			353	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	349	836			1202	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	235	118	394	394	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.14	0.07	0.23	0.23	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			23.4%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
410: MSK Entrance/West Dr & MSK/Garage C

FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	22	21	0	173	9	15	553	282	13	0
Future Volume (vph)	0	0	22	21	0	173	9	15	553	282	13	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.865			0.880			0.856				
Flt Protected					0.995			0.999			0.954	
Satd. Flow (prot)	0	1611	0	0	1631	0	0	3027	0	0	3376	0
Flt Permitted					0.957			0.948			0.713	
Satd. Flow (perm)	0	1611	0	0	1569	0	0	2872	0	0	2523	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1044			188			601				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			274	
Travel Time (s)		2.8			3.6			7.9			6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	24	23	0	188	10	16	601	307	14	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	211	0	0	627	0	0	321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			3			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
410: MSK Entrance/West Dr & MSK/Garage C

FB B Friday Evening peak hour
05/23/2024

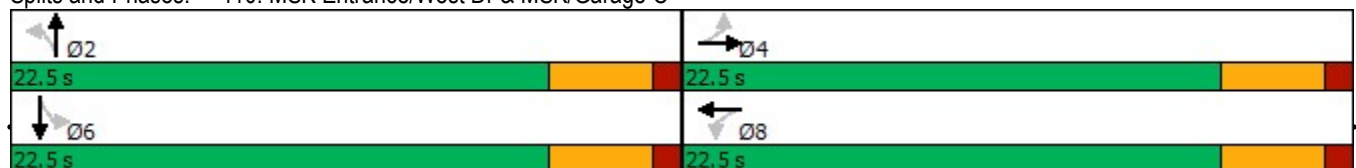
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.7			6.7			13.9			13.9	
Actuated g/C Ratio		0.25			0.25			0.52			0.52	
v/c Ratio		0.02			0.40			0.35			0.24	
Control Delay		0.0			4.7			1.5			6.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		0.0			4.7			1.5			6.0	
LOS		A			A			A			A	
Approach Delay					4.7			1.5			6.0	
Approach LOS					A			A			A	
Queue Length 50th (ft)		0			2			1			12	
Queue Length 95th (ft)		0			26			16			31	
Internal Link Dist (ft)		43			78			268			194	
Turn Bay Length (ft)												
Base Capacity (vph)		1432			1134			2289			1875	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.19			0.27			0.17	

Intersection Summary











Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 26.6
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 3.3
 Intersection Capacity Utilization 64.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 410: MSK Entrance/West Dr & MSK/Garage C



vhb














Lane Group						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	8	180	8	0	295
Future Volume (vph)	0	8	180	8	0	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		175	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.865			0.850		
Flt Protected						
Satd. Flow (prot)	1611	0	3539	1583	0	3539
Flt Permitted						
Satd. Flow (perm)	1611	0	3539	1583	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	96		274			121
Travel Time (s)	2.2		6.2			2.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	9	196	9	0	321
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	196	9	0	321
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.2% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 411: West Dr & Garage C

FB B Friday Evening peak hour
 05/23/2024










						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			  
Traffic Volume (veh/h)	0	8	180	8	0	295
Future Volume (Veh/h)	0	8	180	8	0	295
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	9	196	9	0	321
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
			None			None
Median storage (veh)						
Upstream signal (ft)						
			274			
pX, platoon unblocked						
vC, conflicting volume	356	98			205	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	356	98			205	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	615	939			1364	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	9	98	98	9	107	214
Volume Left	0	0	0	0	0	0
Volume Right	9	0	0	9	0	0
cSH	939	1700	1700	1700	1364	1700
Volume to Capacity	0.01	0.06	0.06	0.01	0.00	0.13
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	8.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	8.9	0.0			0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			18.2%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	295	181	7	0	0
Future Volume (vph)	0	295	181	7	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865				
Flt Protected			0.950	0.956		
Satd. Flow (prot)	0	1611	1681	1692	0	0
Flt Permitted			0.950	0.956		
Satd. Flow (perm)	0	1611	1681	1692	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	89			121	225	
Travel Time (s)	2.0			2.8	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	321	197	8	0	0
Shared Lane Traffic (%)			48%			
Lane Group Flow (vph)	0	321	102	103	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 21.6% ICU Level of Service A
 Analysis Period (min) 15










Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	360	0	0	549	0	13
Future Volume (vph)	360	0	0	549	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Fr _t						0.865
Fl _t Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1611
Fl _t Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	391	0	0	597	0	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	391	0	0	597	0	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 20.0% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	360	0	0	549	0	13
Future Volume (Veh/h)	360	0	0	549	0	13
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	391	0	0	597	0	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	221			274		
pX, platoon unblocked						
vC, conflicting volume			391		690	196
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			391		690	196
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			1164		379	813
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	261	130	199	398	14	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	14	
cSH	1700	1700	1164	1700	813	
Volume to Capacity	0.15	0.08	0.00	0.23	0.02	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	0.0	0.0	0.0	0.0	9.5	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		9.5	
Approach LOS					A	
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			20.0%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	373	0	0	247	0	0
Future Volume (vph)	373	0	0	247	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	405	0	0	268	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	405	0	0	268	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 32.2% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 414: MSK & South Dr

FB B Friday Evening peak hour
 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	373	0	0	247	0	0
Future Volume (Veh/h)	373	0	0	247	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	405	0	0	268	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	408			87		
pX, platoon unblocked				0.99		
vC, conflicting volume				405	539	202
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				405	507	202
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				100	100	100
cM capacity (veh/h)				1150	488	805
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	270	135	134	134	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.16	0.08	0.08	0.08	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			32.2%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
415: South Dr

FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	295	3	0	181	0	66	0	0	0	0	0
Future Volume (vph)	75	295	3	0	181	0	66	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999										
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1770	1860	0	0	3539	0	0	1752	0	0	0	0
Flt Permitted	0.628							0.950				
Satd. Flow (perm)	1170	1860	0	0	3539	0	0	1752	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		87			66			141			142	
Travel Time (s)		2.0			1.5			3.2			3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	6%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	82	321	3	0	197	0	72	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	324	0	0	197	0	0	72	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			10	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2				
Detector Template	Left	Thru		Left	Thru		Left	Thru				
Leading Detector (ft)	20	100		20	100		20	100				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	20	6		20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4			8			2					
Detector Phase	4	4		8	8		2	2				
Switch Phase												

Lanes, Volumes, Timings
415: South Dr

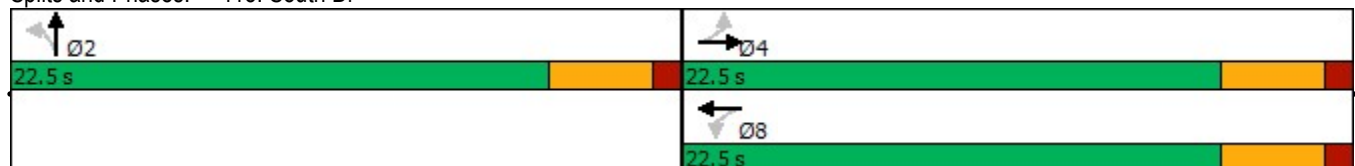
FB B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0				
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%				
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0				
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	None	None		None	None		Min	Min				
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)	10.1	10.1			10.1			7.6				
Actuated g/C Ratio	0.38	0.38			0.38			0.28				
v/c Ratio	0.19	0.46			0.15			0.15				
Control Delay	6.3	8.3			5.4			9.3				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay	6.3	8.3			5.4			9.3				
LOS	A	A			A			A				
Approach Delay		7.9			5.4			9.3				
Approach LOS		A			A			A				
Queue Length 50th (ft)	6	26			7			6				
Queue Length 95th (ft)	20	62			17			26				
Internal Link Dist (ft)		7			1			61				62
Turn Bay Length (ft)												
Base Capacity (vph)	797	1267			2411			1193				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.10	0.26			0.08			0.06				













Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 26.8
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 7.3
 Intersection Capacity Utilization 36.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 415: South Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	55	36	56	4	0	32	0	41	435	0	408
Future Volume (vph)	0	55	36	56	4	0	32	0	41	435	0	408
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt			0.850						0.850		0.926	0.850
Flt Protected					0.955		0.950			0.950	0.975	
Satd. Flow (prot)	0	1863	1583	0	3380	0	1770	0	1583	1681	1530	1504
Flt Permitted					0.955		0.558			0.950	0.975	
Satd. Flow (perm)	0	1863	1583	0	3380	0	1039	0	1583	1681	1530	1504
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39						45		129	292
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			507			343			268	
Travel Time (s)		10.2			11.5			7.8			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	60	39	61	4	0	35	0	45	473	0	443
Shared Lane Traffic (%)										33%		34%
Lane Group Flow (vph)	0	60	39	0	65	0	35	0	45	317	307	292
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		4			4			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA		Perm		Perm	Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

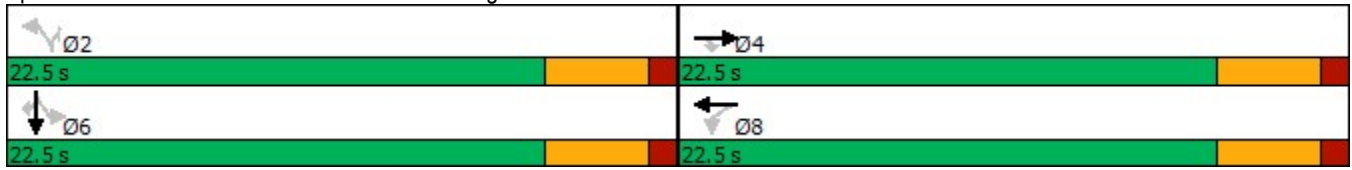
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		6.6	6.6		6.6		22.1		22.1	22.1	22.1	22.1
Actuated g/C Ratio		0.21	0.21		0.21		0.71		0.71	0.71	0.71	0.71
v/c Ratio		0.15	0.11		0.09		0.05		0.04	0.27	0.27	0.25
Control Delay		11.8	5.6		10.9		4.3		1.9	4.8	3.4	1.5
Queue Delay		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		11.8	5.6		10.9		4.3		1.9	4.8	3.4	1.5
LOS		B	A		B		A		A	A	A	A
Approach Delay		9.4			10.9			3.0			3.3	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)		9	0		4		2		0	27	14	0
Queue Length 95th (ft)		26	13		13		10		7	63	45	20
Internal Link Dist (ft)		370			427			263			188	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1098	948		1991		748		1153	1211	1138	1165
Starvation Cap Reductn		0	0		0		0		0	0	0	0
Spillback Cap Reductn		0	0		0		0		0	0	0	0
Storage Cap Reductn		0	0		0		0		0	0	0	0
Reduced v/c Ratio		0.05	0.04		0.03		0.05		0.04	0.26	0.27	0.25










Intersection Summary







Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 31
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.27
 Intersection Signal Delay: 4.2
 Intersection Capacity Utilization 40.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	55	476	60	892	0	0
Future Volume (vph)	55	476	60	892	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Frt			0.868	0.850		
Flt Protected		0.995				
Satd. Flow (prot)	0	3522	2943	1441	0	0
Flt Permitted		0.896				
Satd. Flow (perm)	0	3171	2943	1441	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			485	485		
Link Speed (mph)		30	30		30	
Link Distance (ft)		507	346		103	
Travel Time (s)		11.5	7.9		2.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	517	65	970	0	0
Shared Lane Traffic (%)				50%		
Lane Group Flow (vph)	0	577	550	485	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	D.P+P	NA	NA	Perm		
Protected Phases	1	1 2	2			
Permitted Phases	2			2		










						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	12.0		28.0	28.0		
Total Split (%)	30.0%		70.0%	70.0%		
Maximum Green (s)	7.5		23.5	23.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		None	None		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)		24.5	17.5	17.5		
Actuated g/C Ratio		0.72	0.51	0.51		
v/c Ratio		0.24	0.31	0.50		
Control Delay		1.0	1.3	2.5		
Queue Delay		0.0	0.0	0.0		
Total Delay		1.0	1.3	2.5		
LOS		A	A	A		
Approach Delay		1.0	1.9			
Approach LOS		A	A			
Queue Length 50th (ft)		0	2	0		
Queue Length 95th (ft)		0	15	25		
Internal Link Dist (ft)		427	266		23	
Turn Bay Length (ft)				200		
Base Capacity (vph)		2785	2254	1173		
Starvation Cap Reductn		0	0	0		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.21	0.24	0.41		

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 34
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 1.5
 Intersection Capacity Utilization 59.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	373	247	0	0	302
Future Volume (vph)	0	373	247	0	0	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		77	110		117	
Travel Time (s)		1.8	2.5		2.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	405	268	0	0	328
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	405	268	0	0	328
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 32.2% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
419: South Dr

FB B Friday Evening peak hour
05/23/2024

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Volume (veh/h)	0	373	247	0	0	302
Future Volume (Veh/h)	0	373	247	0	0	302
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	405	268	0	0	328
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		298	197			
pX, platoon unblocked						
vC, conflicting volume	268				470	134
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	268				470	134
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	63
cM capacity (veh/h)	1293				522	890
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	202	202	134	134	328	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	328	
cSH	1700	1700	1700	1700	890	
Volume to Capacity	0.12	0.12	0.08	0.08	0.37	
Queue Length 95th (ft)	0	0	0	0	43	
Control Delay (s)	0.0	0.0	0.0	0.0	11.4	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		11.4	
Approach LOS					B	
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization			32.2%		ICU Level of Service	A
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	0	154	0	0	0	139	267	5	0	325	55
Future Volume (vph)	38	0	154	0	0	0	139	267	5	0	325	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.97					1.00	1.00			0.99	
Frt			0.850					0.997			0.981	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1636	1222	0	1773	0	1546	1875	0	0	1956	0
Flt Permitted							0.472					
Satd. Flow (perm)	0	1672	1222	0	1773	0	764	1875	0	0	1956	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			169					2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	16					16	9					9
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	0%	11%	0%	0%	0%	9%	1%	0%	0%	1%	2%
Parking (#/hr)			0									
Adj. Flow (vph)	42	0	169	0	0	0	153	293	5	0	357	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	169	0	0	0	153	298	0	0	417	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	Perm	NA	pm+ov				pm+pt	NA	NA			
Protected Phases	4		5	8			5	2	6			
Permitted Phases	4	4		8	8			2	6			
Detector Phase	4	4	5	8	8	5			2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0	3.0			20.0	20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0	9.0			26.0	26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0	13.0			39.0	26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%	19.1%			57.4%	38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0	7.0			33.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0			2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0			0.0	0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0			6.0	6.0	6.0			
Lead/Lag			Lag				Lag				Lead	Lead
Lead-Lag Optimize?			Yes				Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0			0.2	0.2	0.2	
Recall Mode	None	None	None	None	None	None			Min	Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	10.3		11.7				33.8	38.0	21.1			
Actuated g/C Ratio	0.23		0.26				0.75	0.84	0.47			
v/c Ratio	0.11		0.38				0.22	0.19	0.45			
Control Delay	18.1		5.0				5.3	3.6	12.3			
Queue Delay	0.0		0.0				0.0	0.0	0.0			
Total Delay	18.1		5.0				5.3	3.6	12.3			
LOS	B		A				A	A	B			
Approach Delay	7.6								4.2	12.3		
Approach LOS	A								A	B		
Queue Length 50th (ft)	7		0				0	0	43			
Queue Length 95th (ft)	34		28				39	70	178			
Internal Link Dist (ft)	363					88				242	114	
Turn Bay Length (ft)							100					
Base Capacity (vph)	877		459				708	1476	921			
Starvation Cap Reductn	0		0				0	0	0			
Spillback Cap Reductn	0		0				0	0	0			
Storage Cap Reductn	0		0				0	0	0			
Reduced v/c Ratio	0.05		0.37				0.22	0.20	0.45			

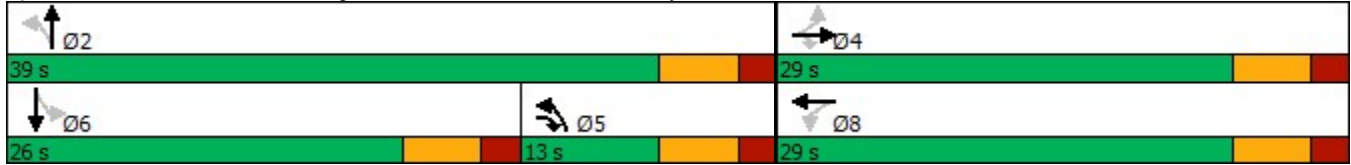
Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 45.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 8.0
 Intersection Capacity Utilization 60.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 420: Washington St & W Columbus St/Driveway











N-3 2030 Build Conditions

N-3.4 Saturday Midday peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	1777	2011	91	0	61
Future Volume (vph)	0	1777	2011	91	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.994			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5107	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5107	0	0	1611
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Peds. (#/hr)	4			4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	1%	0%	0%	2%
Adj. Flow (vph)	0	1932	2186	99	0	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1932	2285	0	0	66
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 51.3% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

FB B Saturday Midday peak hour
 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	1777	2011	91	0	61	
Future Volume (Veh/h)	0	1777	2011	91	0	61	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	1932	2186	99	0	66	
Pedestrians						4	
Lane Width (ft)					12.0		
Walking Speed (ft/s)					3.5		
Percent Blockage					0		
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.77		
vC, conflicting volume	2190				2884	782	
vC1, stage 1 conf vol					2240		
vC2, stage 2 conf vol					644		
vCu, unblocked vol	2190				2410	782	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	80	
cM capacity (veh/h)	244				60	336	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	644	644	644	874	874	536	66
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	99	66
cSH	1700	1700	1700	1700	1700	1700	336
Volume to Capacity	0.38	0.38	0.38	0.51	0.51	0.32	0.20
Queue Length 95th (ft)	0	0	0	0	0	0	18
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	18.3
Lane LOS							C
Approach Delay (s)	0.0			0.0			18.3
Approach LOS							C
Intersection Summary							
Average Delay			0.3				
Intersection Capacity Utilization			51.3%		ICU Level of Service		A
Analysis Period (min)			15				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	21	13	1506	99	28	78	1588	378	56	7	23	219
Future Volume (vph)	21	13	1506	99	28	78	1588	378	56	7	23	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		500		275	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.86	0.91	0.97
Ped Bike Factor		1.00		0.99		1.00		0.99				
Frt				0.850				0.850		0.983	0.850	
Flt Protected		0.950				0.950			0.950	0.966		0.950
Satd. Flow (prot)	0	3385	5085	1669	0	3336	5136	1669	1601	2977	1470	3268
Flt Permitted		0.950				0.950			0.950	0.966		0.950
Satd. Flow (perm)	0	3383	5085	1648	0	3335	5136	1647	1601	2977	1470	3268
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				203				203				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		3		2		2		3				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	1%	0%	6%	0%	0%	0%
Adj. Flow (vph)	23	14	1655	109	31	86	1745	415	62	8	25	241
Shared Lane Traffic (%)									50%		21%	
Lane Group Flow (vph)	0	37	1655	109	0	117	1745	415	31	44	20	241
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBT	SBR
Lane Configurations	9	14
Traffic Volume (vph)	9	14
Future Volume (vph)	1900	1900
Ideal Flow (vphpl)	10	11
Lane Width (ft)		0
Storage Length (ft)		0
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.910	
Flt Protected		
Satd. Flow (prot)	1614	0
Flt Permitted		
Satd. Flow (perm)	1614	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	10	15
Shared Lane Traffic (%)		
Lane Group Flow (vph)	25	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	50	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	14.5	14.5	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	41.0		29.0	29.0	41.0		25.0	25.0	25.0	45.0
Total Split (%)	20.7%	20.7%	29.3%		20.7%	20.7%	29.3%		17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	23.0	23.0	34.0		23.0	23.0	34.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		6.1	75.8	140.0		10.5	82.5	140.0	8.5	8.5	8.5	19.1
Actuated g/C Ratio		0.04	0.54	1.00		0.08	0.59	1.00	0.06	0.06	0.06	0.14
v/c Ratio		0.25	0.60	0.07		0.47	0.58	0.25	0.32	0.24	0.22	0.54
Control Delay		86.2	9.4	0.1		68.2	22.5	0.4	71.0	65.2	67.8	59.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		86.2	9.4	0.1		68.2	22.5	0.4	71.0	65.2	67.8	59.5
LOS		F	A	A		E	C	A	E	E	E	E
Approach Delay			10.4				20.8			67.6		
Approach LOS			B				C			E		
Queue Length 50th (ft)		18	232	0		54	355	0	30	22	19	110
Queue Length 95th (ft)		m28	497	0		86	596	0	68	45	49	128
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		500		275	475			250
Base Capacity (vph)		556	2753	1648		548	3025	1647	194	361	178	863
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.07	0.60	0.07		0.21	0.58	0.25	0.16	0.12	0.11	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60



Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	15.0	
Total Split (s)	45.0	
Total Split (%)	32.1%	
Maximum Green (s)	37.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	36.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	19.1	
Actuated g/C Ratio	0.14	
v/c Ratio	0.11	
Control Delay	49.6	
Queue Delay	0.0	
Total Delay	49.6	
LOS	D	
Approach Delay	58.6	
Approach LOS	E	
Queue Length 50th (ft)	21	
Queue Length 95th (ft)	42	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	426	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.06	

Intersection Summary

2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

05/23/2024

Intersection Signal Delay: 19.9

Intersection LOS: B

Intersection Capacity Utilization 75.4%

ICU Level of Service D

Analysis Period (min) 15



















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









Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1 29 s	 Ø2 (R) 41 s	 Ø4 45 s	 Ø3 25 s
 Ø5 29 s	 Ø6 (R) 41 s		

Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

FB B Saturday Midday peak hour
 05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations		  				   	 		
Traffic Volume (vph)	5	1565	61	8	77	1594	53	66	
Future Volume (vph)	5	1565	61	8	77	1594	53	66	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			1.00		1.00		
Frt		0.994					0.925		
Flt Protected					0.950		0.978		
Satd. Flow (prot)	0	5050	0	0	1805	6408	1874	0	
Flt Permitted		0.932			0.950		0.978		
Satd. Flow (perm)	0	4707	0	0	1797	6408	1872	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		8					37		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	0%	2%	2%	0%	0%	2%	2%	0%	
Adj. Flow (vph)	5	1665	65	9	82	1696	56	70	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1735	0	0	91	1696	126	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	95.0	95.0		20.0	20.0	70.0	25.0		45.0
Total Split (%)	67.9%	67.9%		14.3%	14.3%	50.0%	17.9%		32%
Maximum Green (s)	88.0	88.0		13.3	13.3	63.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0				0.0	0.0		
Total Lost Time (s)		7.0				6.7	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		95.6			10.8	95.5	12.1		
Actuated g/C Ratio		0.68			0.08	0.68	0.09		
v/c Ratio		0.54			0.65	0.39	0.65		
Control Delay		1.6			88.0	4.4	58.0		
Queue Delay		0.0			0.0	0.0	0.0		
Total Delay		1.6			88.0	4.4	58.0		
LOS		A			F	A	E		
Approach Delay		1.6				8.7	58.0		
Approach LOS		A				A	E		
Queue Length 50th (ft)		13			89	44	79		
Queue Length 95th (ft)		0			150	84	144		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3217			171	4370	264		
Starvation Cap Reductn		2			0	0	0		
Spillback Cap Reductn		0			0	16	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.54			0.53	0.39	0.48		

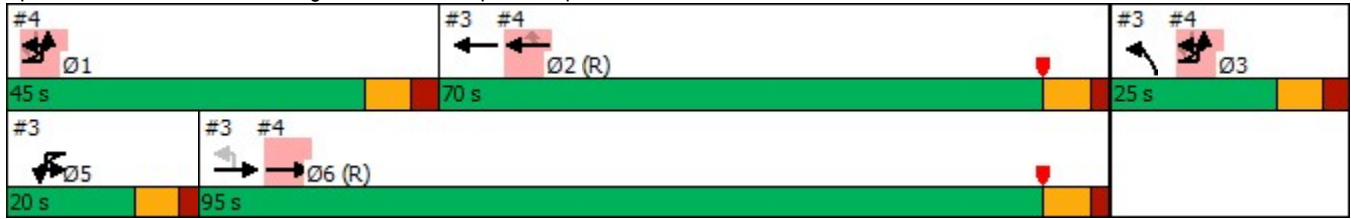
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65

Intersection Signal Delay: 7.0
 Intersection Capacity Utilization 79.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke



Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B Saturday Midday peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	18	32	1631	1382	270	0	17			
Future Volume (vph)	18	32	1631	1382	270	0	17			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3498	5085	5136	1641	0	2897			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		2			
Confl. Bikes (#/hr)							1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	0%			
Adj. Flow (vph)	20	35	1773	1502	293	0	18			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	55	1773	1502	293	0	18			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						

Lanes, Volumes, Timings
 4: Hempstead Tpke & MSK Entrance

FB B Saturday Midday peak hour
 05/23/2024

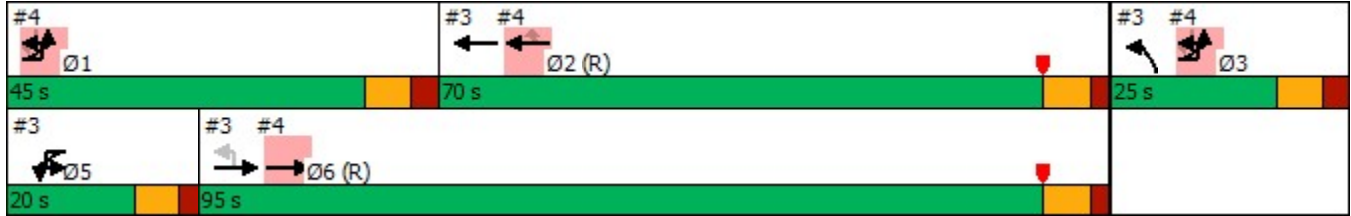
								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			95.0	70.0	70.0			45.0	25.0	20.0
Total Split (%)			67.9%	50.0%	50.0%			32%	18%	14%
Maximum Green (s)			88.0	63.0	63.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		29.8	95.6	95.5	95.5		29.8			
Actuated g/C Ratio		0.21	0.68	0.68	0.68		0.21			
v/c Ratio		0.07	0.51	0.43	0.26		0.03			
Control Delay		40.4	8.7	2.4	2.6		41.7			
Queue Delay		0.0	0.0	0.1	0.5		0.0			
Total Delay		40.4	8.7	2.5	3.1		41.7			
LOS		D	A	A	A		D			
Approach Delay			9.7	2.6		41.7				
Approach LOS			A	A		D				
Queue Length 50th (ft)		21	207	26	14		7			
Queue Length 95th (ft)		m31	m230	45	29		19			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1391	3474	3502	1119		1150			
Starvation Cap Reductn		0	0	510	456		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.04	0.51	0.50	0.44		0.02			

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 6.3
 Intersection Capacity Utilization 52.1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lanes, Volumes, Timings
5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke













FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	139	987	92	46	292	862	218	91	239	160	400
Future Volume (vph)	5	139	987	92	46	292	862	218	91	239	160	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.99		1.00		0.99	1.00	1.00		
Frt				0.850				0.850		0.941		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3127	5036	1492	0	3502	5085	1561	1557	3181	0	1572
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3123	5036	1471	0	3499	5085	1540	1555	3181	0	1572
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								229				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		2		2		4	2			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	4%	3%	1%	0%	0%	2%	0%	2%	3%	1%	1%
Adj. Flow (vph)	5	146	1039	97	48	307	907	229	96	252	168	421
Shared Lane Traffic (%)									10%			44%
Lane Group Flow (vph)	0	151	1039	97	0	355	907	229	86	430	0	236
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↔
Traffic Volume (vph)	274	137
Future Volume (vph)	274	137
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.99
Frt	0.996	0.850
Flt Protected	0.981	
Satd. Flow (prot)	3020	1407
Flt Permitted	0.981	
Satd. Flow (perm)	3020	1387
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	3%	1%
Adj. Flow (vph)	288	144
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	487	130
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

FB B Saturday Midday peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	27.0	27.0	46.0	46.0	27.0	27.0	46.0		28.0	28.0		39.0
Total Split (%)	19.3%	19.3%	32.9%	32.9%	19.3%	19.3%	32.9%		20.0%	20.0%		27.9%
Maximum Green (s)	20.0	20.0	39.0	39.0	20.0	20.0	39.0		20.0	20.0		31.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			1	1			0					1
Act Effct Green (s)		11.1	43.6	43.6		17.7	50.2	140.0	20.0	20.0		28.7
Actuated g/C Ratio		0.08	0.31	0.31		0.13	0.36	1.00	0.14	0.14		0.20
v/c Ratio		0.61	0.66	0.21		0.80	0.50	0.15	0.39	0.95		0.73
Control Delay		70.9	53.5	48.9		87.8	36.7	0.2	60.2	90.0		66.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		70.9	53.5	48.9		87.8	36.7	0.2	60.2	90.0		66.0
LOS		E	D	D		F	D	A	E	F		E
Approach Delay			55.2				43.3			85.0		
Approach LOS			E				D			F		
Queue Length 50th (ft)		75	363	68		153	151	0	79	216		218
Queue Length 95th (ft)		113	322	117		218	354	0	141	#328		325
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		446	1567	457		500	1822	1540	222	454		348
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.34	0.66	0.21		0.71	0.50	0.15	0.39	0.95		0.68




Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	39.0	39.0
Total Split (%)	27.9%	27.9%
Maximum Green (s)	31.0	31.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	28.7	28.7
Actuated g/C Ratio	0.20	0.20
v/c Ratio	0.79	0.46
Control Delay	62.5	53.9
Queue Delay	0.0	0.0
Total Delay	62.5	53.9
LOS	E	D
Approach Delay	62.1	
Approach LOS	E	
Queue Length 50th (ft)	241	113
Queue Length 95th (ft)	313	186
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	668	307
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.73	0.42
Intersection Summary		













Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 56.0
 Intersection Capacity Utilization 90.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

 Ø1 27 s	 Ø2 (R) 46 s	 Ø3 28 s	 Ø4 39 s
 Ø5 27 s	 Ø6 (R) 46 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	103	0	116	123	2	85	1	157	421	16	3	105
Future Volume (vph)	103	0	116	123	2	85	1	157	421	16	3	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		115		285		110
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				70				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00			0.99			1.00		0.99		1.00
Frt		0.929			0.853					0.850		
Flt Protected		0.977		0.950				0.950				0.950
Satd. Flow (prot)	0	1725	0	1805	1597	0	0	1787	5036	1615	0	1805
Flt Permitted		0.803		0.589				0.290				0.479
Satd. Flow (perm)	0	1416	0	1119	1597	0	0	544	5036	1594	0	910
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			92					82		
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)	4					4		6		1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	112	0	126	134	2	92	1	171	458	17	3	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	238	0	134	94	0	0	172	458	17	0	117
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				32			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		20	30	6	20	20	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)									94			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)									0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	571	123
Future Volume (vph)	571	123
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	0.99	
Frt	0.973	
Flt Protected		
Satd. Flow (prot)	4938	0
Flt Permitted		
Satd. Flow (perm)	4938	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	42	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		6
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	621	134
Shared Lane Traffic (%)		
Lane Group Flow (vph)	755	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	20.0	20.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	28.0	28.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0				0.0	0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0				6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				0	0				0	0		
Act Effct Green (s)		13.3		13.3	13.3			35.4	27.4	27.4		30.2
Actuated g/C Ratio		0.21		0.21	0.21			0.55	0.43	0.43		0.47
v/c Ratio		0.66		0.58	0.23			0.35	0.21	0.02		0.22
Control Delay		25.6		34.8	7.8			8.6	13.6	0.1		8.0
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		25.6		34.8	7.8			8.6	13.6	0.1		8.0
LOS		C		C	A			A	B	A		A
Approach Delay		25.6			23.7				11.9			
Approach LOS		C			C				B			
Queue Length 50th (ft)		50		43	1			25	41	0		16
Queue Length 95th (ft)		151		121	37			65	78	0		46
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115		285		110
Base Capacity (vph)		1071		829	1207			646	3246	1056		765
Starvation Cap Reductn		0		0	0			0	0	0		0
Spillback Cap Reductn		0		0	0			0	0	0		0
Storage Cap Reductn		0		0	0			0	0	0		0
Reduced v/c Ratio		0.22		0.16	0.08			0.27	0.14	0.02		0.15

Intersection Summary





























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 64.1
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 16.4
 Intersection Capacity Utilization 61.9%
 Intersection LOS: B
 ICU Level of Service B

Lane Group	↓ SBT	↙ SBR
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	22.5	
Actuated g/C Ratio	0.35	
v/c Ratio	0.43	
Control Delay	16.5	
Queue Delay	0.0	
Total Delay	16.5	
LOS	B	
Approach Delay	15.4	
Approach LOS	B	
Queue Length 50th (ft)	70	
Queue Length 95th (ft)	138	
Internal Link Dist (ft)	313	
Turn Bay Length (ft)		
Base Capacity (vph)	3198	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.24	
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access



													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	
Lane Configurations	 		 			 		  			 	 	
Traffic Volume (vph)	233	12	332	71	0	390	0	590	22	33	82	399	
Future Volume (vph)	233	12	332	71	0	390	0	590	22	33	82	399	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		700	0		200	0		0		140		
Storage Lanes	2		1	1		1	0		0		1		
Taper Length (ft)	0			0			0				90		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	0.95	1.00	0.95	
Ped Bike Factor								1.00					
Frt			0.850			0.850		0.995					
Flt Protected	0.950			0.950							0.950		
Satd. Flow (prot)	3467	1900	1583	1805	0	2842	0	6377	0	0	1805	3610	
Flt Permitted	0.950			0.950							0.300		
Satd. Flow (perm)	3467	1900	1583	1805	0	2842	0	6377	0	0	570	3610	
Right Turn on Red			Yes			Yes			Yes				
Satd. Flow (RTOR)			342			402		4					
Link Speed (mph)		45			30			35				35	
Link Distance (ft)		988			464			581				476	
Travel Time (s)		15.0			10.5			11.3				9.3	
Confl. Bikes (#/hr)									3				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	2%	2%	0%	0%	0%	0%	
Adj. Flow (vph)	240	12	342	73	0	402	0	608	23	34	85	411	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	240	12	342	73	0	402	0	631	0	0	119	411	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left	
Median Width(ft)		24			42			24				24	
Link Offset(ft)		-6			25			-24				10	
Crosswalk Width(ft)		28			16			16				32	
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15		9	9	15		
Number of Detectors	1	1	1	1		1		2		1	1	2	
Detector Template						Right		Thru		Left		Thru	
Leading Detector (ft)	50	30	0	6		20		100		20	30	100	
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0	
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0	
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)								94				94	
Detector 2 Size(ft)								6				6	
Detector 2 Type								Cl+Ex				Cl+Ex	
Detector 2 Channel													
Detector 2 Extend (s)								0.0				0.0	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		0						0				0
Act Effct Green (s)	13.1	8.1	58.8	10.9		10.9		20.6			33.5	33.5
Actuated g/C Ratio	0.22	0.14	1.00	0.19		0.19		0.35			0.57	0.57
v/c Ratio	0.31	0.05	0.22	0.22		0.47		0.28			0.25	0.20
Control Delay	19.9	26.5	0.3	24.4		5.2		15.3			8.6	7.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	19.9	26.5	0.3	24.4		5.2		15.3			8.6	7.3
LOS	B	C	A	C		A		B			A	A
Approach Delay		8.8			8.1			15.3				7.6
Approach LOS		A			A			B				A
Queue Length 50th (ft)	35	3	0	20		0		40			15	27
Queue Length 95th (ft)	64	20	0	66		39		92			57	83
Internal Link Dist (ft)		908			384			501				396
Turn Bay Length (ft)			700			200					140	
Base Capacity (vph)	3375	987	1583	937		1669		4417			1249	3610
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.07	0.01	0.22	0.08		0.24		0.14			0.10	0.11

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 58.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 10.2
 Intersection Capacity Utilization 63.3%
 Intersection LOS: B
 ICU Level of Service B



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

Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	465	291	13	7	325	27	0	0	38
Future Volume (vph)	0	0	0	465	291	13	7	325	27	0	0	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt					0.999	0.850						0.979
Flt Protected				0.950	0.979			0.950				
Satd. Flow (prot)	0	0	0	1626	3165	1470	0	3468	3610	0	0	3527
Flt Permitted				0.950	0.979			0.950				
Satd. Flow (perm)	0	0	0	1626	3165	1470	0	3461	3610	0	0	3527
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						7
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	541	338	15	8	378	31	0	0	44
Shared Lane Traffic (%)				47%		10%						
Lane Group Flow (vph)	0	0	0	287	594	13	0	386	31	0	0	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	6	
Future Volume (vph)	6	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.86	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	7	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				33.7	38.8	38.8		17.4	30.1			11.3
Actuated g/C Ratio				0.40	0.46	0.46		0.21	0.36			0.13
v/c Ratio				0.44	0.44	0.02		0.54	0.02			0.11
Control Delay				27.1	19.2	0.1		37.1	21.3			38.2
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				27.1	19.2	0.1		37.1	21.3			38.2
LOS				C	B	A		D	C			D
Approach Delay					21.4				35.9			38.2
Approach LOS					C				D			D
Queue Length 50th (ft)				108	120	0		93	4			10
Queue Length 95th (ft)				329	180	0		197	20			38
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)				150				220				
Base Capacity (vph)				753	1893	1300		1148	2854			1638
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.38	0.31	0.01		0.34	0.01			0.03

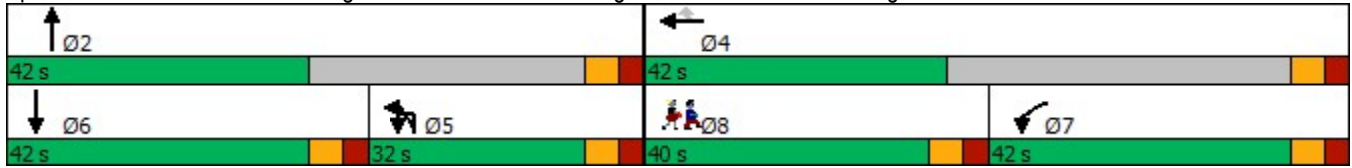
Intersection Summary










Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 84.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 26.5
 Intersection Capacity Utilization 50.1%
 Intersection LOS: C
 ICU Level of Service A

Lane Group	SBR	Ø8
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Analysis Period (min) 15










Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1251	32	0	1575	0	102
Future Volume (vph)	1251	32	0	1575	0	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt	0.996					0.865
Flt Protected						
Satd. Flow (prot)	6379	0	0	6471	0	1611
Flt Permitted						
Satd. Flow (perm)	6379	0	0	6471	0	1611
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	256	
Travel Time (s)	9.8			1.9	5.8	
Confl. Peds. (#/hr)		3	3			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	2%	4%	2%	1%	2%	2%
Adj. Flow (vph)	1489	38	0	1875	0	121
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1527	0	0	1875	0	121
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 31.7% ICU Level of Service A
 Analysis Period (min) 15












										
Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Lane Configurations										
Traffic Volume (veh/h)	1251	32	0	1575	0	102				
Future Volume (Veh/h)	1251	32	0	1575	0	102				
Sign Control	Free			Free		Yield				
Grade	0%			0%		0%				
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84				
Hourly flow rate (vph)	1489	38	0	1875	0	121				
Pedestrians						3				
Lane Width (ft)						12.0				
Walking Speed (ft/s)						3.5				
Percent Blockage						0				
Right turn flare (veh)										
Median type	Raised			Raised						
Median storage veh	1			1						
Upstream signal (ft)	646									
pX, platoon unblocked										
vC, conflicting volume				1492	1980	394				
vC1, stage 1 conf vol					1511					
vC2, stage 2 conf vol					469					
vCu, unblocked vol				1492	1980	394				
tC, single (s)				4.1	6.8	6.9				
tC, 2 stage (s)					5.8					
tF (s)				2.2	3.5	3.3				
p0 queue free %				100	100	80				
cM capacity (veh/h)				445	135	603				
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	
Volume Total	425	425	425	251	469	469	469	469	121	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	38	0	0	0	0	121	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	603	
Volume to Capacity	0.25	0.25	0.25	0.15	0.28	0.28	0.28	0.28	0.20	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	19	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	
Lane LOS									B	
Approach Delay (s)	0.0				0.0				12.5	
Approach LOS									B	
Intersection Summary										
Average Delay				0.4						
Intersection Capacity Utilization				31.7%	ICU Level of Service				A	
Analysis Period (min)				15						







						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1353	1528	16	0	47
Future Volume (vph)	0	1353	1528	16	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	0.86	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	6408	6459	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	6408	6459	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	0	1611	1819	19	0	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1611	1838	0	0	56
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 32.4% ICU Level of Service A
 Analysis Period (min) 15

										
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Volume (veh/h)	0	1353	1528	16	0	47				
Future Volume (Veh/h)	0	1353	1528	16	0	47				
Sign Control		Free	Free		Yield					
Grade		0%	0%		0%					
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84				
Hourly flow rate (vph)	0	1611	1819	19	0	56				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		Raised	Raised							
Median storage (veh)		1	1							
Upstream signal (ft)		770								
pX, platoon unblocked										
vC, conflicting volume	1819					2231	464			
vC1, stage 1 conf vol						1828				
vC2, stage 2 conf vol						403				
vCu, unblocked vol	1819					2231	464			
tC, single (s)	4.1					6.8	6.9			
tC, 2 stage (s)						5.8				
tF (s)	2.2					3.5	3.3			
p0 queue free %	100					100	90			
cM capacity (veh/h)	342					97	550			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	403	403	403	403	520	520	520	279	56	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	19	56	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	550	
Volume to Capacity	0.24	0.24	0.24	0.24	0.31	0.31	0.31	0.16	0.10	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	8	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3	
Lane LOS									B	
Approach Delay (s)	0.0					0.0				12.3
Approach LOS									B	
Intersection Summary										
Average Delay			0.2							
Intersection Capacity Utilization			32.4%	ICU Level of Service				A		
Analysis Period (min)			15							

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	195	0	51	456	579	177
Future Volume (vph)	195	0	51	456	579	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3367	0	1736	3505	3539	1568
Flt Permitted	0.950		0.423			
Satd. Flow (perm)	3367	0	773	3505	3539	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						182
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	4%	3%	2%	3%
Adj. Flow (vph)	201	0	53	470	597	182
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	0	53	470	597	182
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	8.8		29.3	27.3	21.3	21.3
Actuated g/C Ratio	0.18		0.61	0.57	0.44	0.44
v/c Ratio	0.33		0.09	0.24	0.38	0.23
Control Delay	19.7		5.2	5.5	11.3	3.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.7		5.2	5.5	11.3	3.2
LOS	B		A	A	B	A
Approach Delay	19.7			5.5	9.4	
Approach LOS	B			A	A	
Queue Length 50th (ft)	27		5	28	65	0
Queue Length 95th (ft)	52		17	50	108	31
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1767		993	3111	1565	795
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.11		0.05	0.15	0.38	0.23

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 48.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.38
 Intersection Signal Delay: 9.4
 Intersection LOS: A

Intersection Capacity Utilization 42.0%
Analysis Period (min) 15































ICU Level of Service A

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke













FB B Saturday Midday peak hour
05/23/2024

													
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations		  				  		 	 		 	 	
Traffic Volume (vph)	186	1190	262	5	56	1222	140	299	305	81	127	333	
Future Volume (vph)	186	1190	262	5	56	1222	140	299	305	81	127	333	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0		475		155	350		0	380		
Storage Lanes	1		1		1		1	2		0	2		
Taper Length (ft)	0				55			80			100		
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95	
Ped Bike Factor	1.00				1.00	1.00			1.00		1.00		
Frt			0.850			0.985			0.968				
Flt Protected	0.950				0.950			0.950			0.950		
Satd. Flow (prot)	1752	5036	1615	0	1772	6346	0	3502	3426	0	3400	3574	
Flt Permitted	0.950				0.950			0.950			0.950		
Satd. Flow (perm)	1752	5036	1615	0	1771	6346	0	3502	3426	0	3389	3574	
Right Turn on Red			No				No			No			
Satd. Flow (RTOR)													
Link Speed (mph)		50				40			40			40	
Link Distance (ft)		219				1187			1245			909	
Travel Time (s)		3.0				20.2			21.2			15.5	
Confl. Peds. (#/hr)	2		3		3		2			5	5		
Confl. Bikes (#/hr)										2			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	3%	3%	0%	0%	2%	1%	4%	0%	2%	0%	3%	1%	
Adj. Flow (vph)	192	1227	270	5	58	1260	144	308	314	84	131	343	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	192	1227	270	0	63	1404	0	308	398	0	131	343	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left	
Median Width(ft)		12				12			24			24	
Link Offset(ft)		0				3			0			0	
Crosswalk Width(ft)		16				16			16			16	
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	9	15		9	15		9	15		
Number of Detectors	1	2	1	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94				94			94			94	
Detector 2 Size(ft)		6				6			6			6	
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel													

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	178
Future Volume (vph)	178
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	2%
Adj. Flow (vph)	184
Shared Lane Traffic (%)	
Lane Group Flow (vph)	184
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

FB B Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	32.0	44.0		32.0	32.0	44.0		26.0	38.0		26.0	38.0
Total Split (%)	22.9%	31.4%		22.9%	22.9%	31.4%		18.6%	27.1%		18.6%	27.1%
Maximum Green (s)	24.7	37.0		24.7	24.7	37.0		19.0	30.0		19.0	30.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				2			1			1
Act Effct Green (s)	19.9	66.7	89.9		10.3	54.4		16.2	26.6		9.8	20.2
Actuated g/C Ratio	0.14	0.48	0.64		0.07	0.39		0.12	0.19		0.07	0.14
v/c Ratio	0.77	0.51	0.26		0.48	0.57		0.76	0.61		0.55	0.67
Control Delay	77.7	29.0	13.9		81.9	37.9		72.5	55.4		71.5	62.5
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	77.7	29.0	13.9		81.9	37.9		72.5	55.4		71.5	62.5
LOS	E	C	B		F	D		E	E		E	E
Approach Delay		32.1				39.8			62.9			56.5
Approach LOS		C				D			E			E
Queue Length 50th (ft)	170	284	102		48	381		141	178		60	160
Queue Length 95th (ft)	250	413	200		113	436		190	213		93	194
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	309	2398	1069		312	2464		475	764		461	765
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.62	0.51	0.25		0.20	0.57		0.65	0.52		0.28	0.45

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 137 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	47.5
Actuated g/C Ratio	0.34
v/c Ratio	0.34
Control Delay	34.7
Queue Delay	0.0
Total Delay	34.7
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	126
Queue Length 95th (ft)	161
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	590
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.31

Intersection Summary

Intersection Signal Delay: 43.0
 Intersection Capacity Utilization 82.2%
 Analysis Period (min) 15













Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 12: Merrick Ave & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø3	 Ø4
32 s	44 s	26 s	38 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
32 s	44 s	26 s	38 s

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

FB B Saturday Midday peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	8	1373	22	27	20	1415	0	0	
Future Volume (vph)	8	1373	22	27	20	1415	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.998							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4905	0	0	1685	4964	0	0	
Flt Permitted	0.169				0.173				
Satd. Flow (perm)	300	4905	0	0	306	4964	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		4							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			9		9				
Confl. Bikes (#/hr)			1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	2%	0%	0%	0%	1%	2%	2%	
Adj. Flow (vph)	8	1415	23	28	21	1459	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	8	1438	0	0	49	1459	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke




FB B Saturday Midday peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector Phase	2	2		6	6	6			
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	37.0	37.0		37.0	37.0	37.0			33.0
Total Split (%)	52.9%	52.9%		52.9%	52.9%	52.9%			47%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									5
Act Effct Green (s)	62.0	62.0			62.0	62.0			
Actuated g/C Ratio	0.89	0.89			0.89	0.89			
v/c Ratio	0.03	0.33			0.18	0.33			
Control Delay	8.1	10.2			3.8	2.8			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	8.1	10.2			3.8	2.8			
LOS	A	B			A	A			
Approach Delay		10.2				2.8			
Approach LOS		B				A			
Queue Length 50th (ft)	0	0			0	1			
Queue Length 95th (ft)	m11	529			13	169			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	266	4345			271	4397			
Starvation Cap Reductn	0	0			0	0			
Spillback Cap Reductn	0	0			0	0			
Storage Cap Reductn	0	0			0	0			
Reduced v/c Ratio	0.03	0.33			0.18	0.33			

Intersection Summary















Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 31 (44%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.33
 Intersection Signal Delay: 6.4
 Intersection Capacity Utilization 44.9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.









Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R)	 Ø3
37 s	33 s
 Ø6 (R)	
37 s	

Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

FB B Saturday Midday peak hour
 05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	67	1363	55	8	13	1287	47	15
Future Volume (vph)	67	1363	55	8	13	1287	47	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99
Frt		0.994						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1770	5053	0	0	1805	5136	1805	1615
Flt Permitted	0.195				0.950		0.950	
Satd. Flow (perm)	363	5053	0	0	1797	5136	1805	1593
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		11						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			7		7			1
Confl. Bikes (#/hr)								1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	69	1405	57	8	13	1327	48	15
Shared Lane Traffic (%)								
Lane Group Flow (vph)	69	1462	0	0	21	1327	48	15
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	38.0	38.0		12.0	12.0	50.0	20.0	20.0
Total Split (%)	54.3%	54.3%		17.1%	17.1%	71.4%	28.6%	28.6%
Maximum Green (s)	31.0	31.0		7.0	7.0	43.0	13.0	13.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							2	2
Act Effct Green (s)	53.6	53.6			5.6	55.9	8.0	8.0
Actuated g/C Ratio	0.77	0.77			0.08	0.80	0.11	0.11
v/c Ratio	0.25	0.38			0.15	0.32	0.23	0.08
Control Delay	14.2	8.7			20.8	8.9	29.6	26.7
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	14.2	8.7			20.8	8.9	29.6	26.7
LOS	B	A			C	A	C	C
Approach Delay		9.0				9.1	28.9	
Approach LOS		A				A	C	
Queue Length 50th (ft)	5	39			13	167	19	6
Queue Length 95th (ft)	61	286			m18	390	44	20
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	277	3868			180	4103	335	295
Starvation Cap Reductn	0	0			0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.25	0.38			0.12	0.32	0.14	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 23 (33%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.38

Intersection Signal Delay: 9.4
 Intersection Capacity Utilization 55.6%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke



Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	33	1102	211	4	99	1000	277	296	155	63	307
Future Volume (vph)	2	33	1102	211	4	99	1000	277	296	155	63	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor		1.00	1.00			1.00				1.00		1.00
Frt			0.976					0.850		0.957		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1651	4762	0	0	1745	4916	1546	3385	1751	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1648	4762	0	0	1744	4916	1546	3385	1751	0	3382
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)		6		3		3		6			1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	3%	0%	0%	0%	2%	1%	0%	0%	0%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	2	35	1160	222	4	104	1053	292	312	163	66	323
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	1382	0	0	108	1053	292	312	229	0	323
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↘	
Traffic Volume (vph)	152	42
Future Volume (vph)	152	42
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.968	
Flt Protected		
Satd. Flow (prot)	1753	0
Flt Permitted		
Satd. Flow (perm)	1753	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	3%
Parking (#/hr)		
Adj. Flow (vph)	160	44
Shared Lane Traffic (%)		
Lane Group Flow (vph)	204	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	27	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	27	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0
Total Split (s)	22.0	22.0	44.0		22.0	22.0	44.0		34.0	34.0		40.0
Total Split (%)	15.7%	15.7%	31.4%		15.7%	15.7%	31.4%		24.3%	24.3%		28.6%
Maximum Green (s)	15.0	15.0	36.0		14.0	14.0	36.0		26.0	26.0		32.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0				8.0	8.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			0				0					2
Act Effct Green (s)		7.7	48.5			14.0	58.2	89.1	22.6	22.6		22.9
Actuated g/C Ratio		0.06	0.35			0.10	0.42	0.64	0.16	0.16		0.16
v/c Ratio		0.41	0.84			0.62	0.52	0.30	0.57	0.81		0.58
Control Delay		86.5	35.7			76.7	34.6	14.1	57.9	78.0		57.6
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		86.5	35.7			76.7	34.6	14.1	57.9	78.0		57.6
LOS		F	D			E	C	B	E	E		E
Approach Delay			37.1				33.6			66.4		
Approach LOS			D				C			E		
Queue Length 50th (ft)		29	439			96	267	120	136	202		142
Queue Length 95th (ft)		68	#619			#165	375	197	181	294		177
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		176	1648			174	2042	1084	635	328		773
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.21	0.84			0.62	0.52	0.27	0.49	0.70		0.42

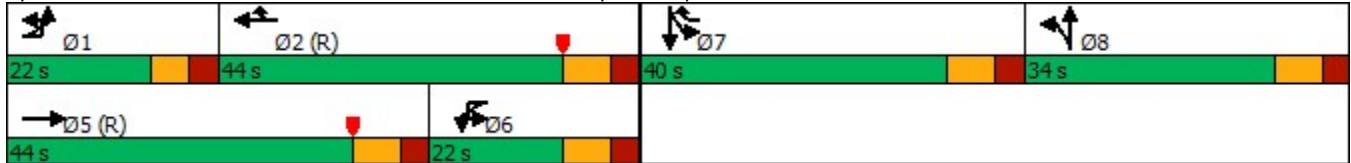
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated




Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	13.0	
Total Split (s)	40.0	
Total Split (%)	28.6%	
Maximum Green (s)	32.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	2	
Act Effct Green (s)	22.9	
Actuated g/C Ratio	0.16	
v/c Ratio	0.71	
Control Delay	68.4	
Queue Delay	0.0	
Total Delay	68.4	
LOS	E	
Approach Delay	61.8	
Approach LOS	E	
Queue Length 50th (ft)	179	
Queue Length 95th (ft)	247	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	400	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.51	
Intersection Summary		

Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 43.1
 Intersection Capacity Utilization 81.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	2	45	0	127	0	8	23	3	67	596	7	2
Future Volume (vph)	2	45	0	127	0	8	23	3	67	596	7	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	11	12	12	12
Storage Length (ft)		0		0	0		0		420		0	
Storage Lanes		0		2	0		0		2		0	
Taper Length (ft)		0			0				80			
Lane Util. Factor	1.00	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95
Ped Bike Factor									1.00	1.00		
Frt				0.850		0.901				0.998		
Flt Protected			0.950						0.950			
Satd. Flow (prot)	0	0	1771	2814	0	1712	0	0	3321	3567	0	0
Flt Permitted			0.735						0.298			
Satd. Flow (perm)	0	0	1370	2814	0	1712	0	0	1041	3567	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				113		25				2		
Link Speed (mph)			40			30				40		
Link Distance (ft)			756			287				1121		
Travel Time (s)			12.9			6.5				19.1		
Confl. Peds. (#/hr)									2		3	
Confl. Bikes (#/hr)											1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	1%	0%	0%	0%	0%	2%	1%	0%	0%
Adj. Flow (vph)	2	48	0	137	0	9	25	3	72	641	8	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	50	137	0	34	0	0	75	649	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA
Median Width(ft)			12			0				36		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			24			16				28		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	9
Number of Detectors	0	1	1	1	1	2		1	1	2		1
Detector Template		Left			Left			Left		Thru		Left
Leading Detector (ft)	0	20	30	25	20	22		20	25	100		20
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0		0
Detector 1 Size(ft)	0	20	30	25	20	6		20	25	6		20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						12				94		
Detector 2 Size(ft)						10				6		
Detector 2 Type						Cl+Ex				Cl+Ex		

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	18	609	20
Future Volume (vph)	18	609	20
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Storage Length (ft)	105		0
Storage Lanes	1		0
Taper Length (ft)	70		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00	
Frt		0.995	
Flt Protected	0.950		
Satd. Flow (prot)	1805	3556	0
Flt Permitted	0.405		
Satd. Flow (perm)	768	3556	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		4	
Link Speed (mph)		40	
Link Distance (ft)		822	
Travel Time (s)		14.0	
Confl. Peds. (#/hr)	3		2
Confl. Bikes (#/hr)			
Peak Hour Factor	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%
Adj. Flow (vph)	19	655	22
Shared Lane Traffic (%)			
Lane Group Flow (vph)	21	677	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		32	
Link Offset(ft)		0	
Crosswalk Width(ft)		40	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	
Detector Template		Thru	
Leading Detector (ft)	25	100	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	25	6	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	Perm	NA	custom		NA		pm+pt	pm+pt	NA		Perm
Protected Phases			4			8		5	5	2		
Permitted Phases	4	4		4 5	8			2	2			6
Detector Phase	4	4	4	4 5	8	8		5	5	2		6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0
Minimum Split (s)	12.0	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0
Total Split (s)	31.0	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0
Total Split (%)	34.4%	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%
Maximum Green (s)	25.0	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0
Lost Time Adjust (s)			0.0			0.0			0.0	0.0		
Total Lost Time (s)			6.0			6.0			5.0	6.0		
Lead/Lag								Lead	Lead			Lag
Lead-Lag Optimize?								Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2
Recall Mode	None	None	None		None	None		None	None	Min		Min
Walk Time (s)	8.0	8.0	8.0		8.0	8.0						
Flash Dont Walk (s)	22.0	22.0	22.0		22.0	22.0						
Pedestrian Calls (#/hr)	1	1	1		1	1						
Act Effct Green (s)			10.5	19.9		10.5			36.8	37.0		
Actuated g/C Ratio			0.19	0.36		0.19			0.66	0.66		
v/c Ratio			0.20	0.13		0.10			0.08	0.28		
Control Delay			19.3	3.2		9.7			6.9	7.2		
Queue Delay			0.0	0.0		0.0			0.0	0.0		
Total Delay			19.3	3.2		9.7			6.9	7.2		
LOS			B	A		A			A	A		
Approach Delay			7.5			9.7				7.2		
Approach LOS			A			A				A		
Queue Length 50th (ft)			13	2		2			3	38		
Queue Length 95th (ft)			36	14		19			20	144		
Internal Link Dist (ft)			676			207				1041		
Turn Bay Length (ft)									420			
Base Capacity (vph)			646	1795		821			1520	3348		
Starvation Cap Reductn			0	0		0			0	0		
Spillback Cap Reductn			0	0		0			0	0		
Storage Cap Reductn			0	0		0			0	0		
Reduced v/c Ratio			0.08	0.08		0.04			0.05	0.19		

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 56
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.44



Lane Group	SBL	SBT	SBR
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	Perm	NA	
Protected Phases		6	
Permitted Phases	6		
Detector Phase	6	6	
Switch Phase			
Minimum Initial (s)	20.0	20.0	
Minimum Split (s)	26.0	26.0	
Total Split (s)	34.0	34.0	
Total Split (%)	37.8%	37.8%	
Maximum Green (s)	28.0	28.0	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	0.2	0.2	
Recall Mode	Min	Min	
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)	24.0	24.0	
Actuated g/C Ratio	0.43	0.43	
v/c Ratio	0.06	0.44	
Control Delay	16.1	15.4	
Queue Delay	0.0	0.0	
Total Delay	16.1	15.4	
LOS	B	B	
Approach Delay		15.5	
Approach LOS		B	
Queue Length 50th (ft)	4	74	
Queue Length 95th (ft)	25	206	
Internal Link Dist (ft)		742	
Turn Bay Length (ft)	105		
Base Capacity (vph)	415	1925	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.05	0.35	
Intersection Summary			

Intersection Signal Delay: 10.8
 Intersection Capacity Utilization 51.6%
 Analysis Period (min) 15






















Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B Saturday Midday peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	17	46	1036	75	29	44	918	104	64	20	53	105
Future Volume (vph)	17	46	1036	75	29	44	918	104	64	20	53	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.95		0.99		0.98		0.98	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1634	5085	1507	0	1784	5085	1507	0	1682	1507	1685
Flt Permitted		0.950				0.950				0.772		0.701
Satd. Flow (perm)	0	1631	5085	1437	0	1762	5085	1484	0	1323	1487	1241
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		4		20		20		4	32		2	2
Confl. Bikes (#/hr)				1				1				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	2%	2%	0%	0%	2%	2%	0%	2%	0%	0%	0%
Adj. Flow (vph)	18	47	1068	77	30	45	946	107	66	21	55	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	1068	77	0	75	946	107	0	87	55	108
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	9	46
Future Volume (vph)	9	46
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.96
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1452
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		32
Confl. Bikes (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	9	47
Shared Lane Traffic (%)		
Lane Group Flow (vph)	9	47
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	32.0	32.0	61.0	61.0	32.0	32.0	61.0	61.0	47.0	47.0	47.0	47.0
Total Split (%)	22.9%	22.9%	43.6%	43.6%	22.9%	22.9%	43.6%	43.6%	33.6%	33.6%	33.6%	33.6%
Maximum Green (s)	26.0	26.0	53.0	53.0	26.0	26.0	53.0	53.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									7	7	7	1
Act Effct Green (s)		10.6	87.1	87.1		10.6	89.7	89.7		20.3	20.3	20.3
Actuated g/C Ratio		0.08	0.62	0.62		0.08	0.64	0.64		0.14	0.14	0.14
v/c Ratio		0.53	0.34	0.09		0.56	0.29	0.11		0.45	0.26	0.60
Control Delay		67.6	17.0	19.1		83.6	6.4	6.9		59.4	52.1	67.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		67.6	17.0	19.1		83.6	6.4	6.9		59.4	52.1	67.5
LOS		E	B	B		F	A	A		E	D	E
Approach Delay			19.9				11.6			56.6		
Approach LOS			B				B			E		
Queue Length 50th (ft)		62	91	18		68	65	20		75	46	96
Queue Length 95th (ft)		m106	302	91		m129	79	m35		111	75	135
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		303	3163	893		331	3257	951		368	414	345
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.21	0.34	0.09		0.23	0.29	0.11		0.24	0.13	0.31

Intersection Summary







Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	47.0	47.0
Total Split (%)	33.6%	33.6%
Maximum Green (s)	39.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	20.3	20.3
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.04	0.22
Control Delay	44.7	51.0
Queue Delay	0.0	0.0
Total Delay	44.7	51.0
LOS	D	D
Approach Delay	61.5	
Approach LOS	E	
Queue Length 50th (ft)	7	39
Queue Length 95th (ft)	21	66
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	493	404
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.02	0.12
Intersection Summary		

Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 20.9
 Intersection Capacity Utilization 90.1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.






















Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 61 s	 Ø4 47 s
 Ø5 32 s	 Ø6 (R) 61 s	 Ø8 47 s

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B Saturday Midday peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	146	1060	7	4	7	905	128	7	15	17	93	4
Future Volume (vph)	146	1060	7	4	7	905	128	7	15	17	93	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0	125	
Storage Lanes	2		1		1		1	0		0	1	
Taper Length (ft)	135				85			0			65	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95
Ped Bike Factor	1.00		0.98		1.00		0.97		1.00			0.98
Frt			0.850				0.850		0.941			0.858
Flt Protected	0.950				0.950				0.992		0.950	
Satd. Flow (prot)	3213	3505	1417	0	1805	3539	1553	0	1774	0	3502	1496
Flt Permitted	0.950				0.950				0.923		0.950	
Satd. Flow (perm)	3200	3505	1383	0	1799	3539	1512	0	1649	0	3502	1496
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							136					
Link Speed (mph)		40				40			30			40
Link Distance (ft)		498				580			260			400
Travel Time (s)		8.5				9.9			5.9			6.8
Confl. Peds. (#/hr)	11		3		3		11	5				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	9%	3%	14%	0%	0%	2%	4%	0%	0%	0%	0%	0%
Adj. Flow (vph)	155	1128	7	4	7	963	136	7	16	18	99	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	1128	7	0	11	963	136	0	41	0	99	71
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		44				56			0			40
Link Offset(ft)		11				0			-5			-15
Crosswalk Width(ft)		48				30			30			30
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2
Detector Template		Thru	Right	Left		Thru	Right	Left				
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35		35	35
Detector 2 Size(ft)	20	6			20	6			20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0

Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	128	
Future Volume (vph)	128	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor	0.98	
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1504	
Flt Permitted		
Satd. Flow (perm)	1479	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	5	
Peak Hour Factor	0.94	
Heavy Vehicles (%)	2%	
Adj. Flow (vph)	136	
Shared Lane Traffic (%)	49%	
Lane Group Flow (vph)	69	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	58.0	58.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	14.3%	41.4%	41.4%	14.3%	14.3%			15.0%	15.0%		29.3%	29.3%
Maximum Green (s)	13.0	51.0	51.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											4	4
Act Effct Green (s)	11.1	80.6	80.6		11.1	80.5	102.4		7.9		14.8	14.8
Actuated g/C Ratio	0.08	0.58	0.58		0.08	0.58	0.73		0.06		0.11	0.11
v/c Ratio	0.61	0.56	0.01		0.08	0.47	0.12		0.44		0.27	0.45
Control Delay	72.4	23.4	20.9		49.8	12.3	3.7		77.6		56.6	64.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	72.4	23.4	20.9		49.8	12.3	3.7		77.6		56.6	64.7
LOS	E	C	C		D	B	A		E		E	E
Approach Delay		29.3				11.6			77.6			61.2
Approach LOS		C				B			E			E
Queue Length 50th (ft)	71	324	3		9	105	0		37		44	67
Queue Length 95th (ft)	107	582	15		32	524	88		76		61	101
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	305	2016	795		167	2084	1297		164		850	363
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0	0	0		0		0	0
Reduced v/c Ratio	0.51	0.56	0.01		0.07	0.46	0.10		0.25		0.12	0.20

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 25.6
 Intersection LOS: C

Lane Group	SBR	Ø2
Turn Type	Perm	
Protected Phases		2
Permitted Phases	4	
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	38.0
Total Split (%)	29.3%	27%
Maximum Green (s)	34.0	31.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	4	0
Act Effct Green (s)	14.8	
Actuated g/C Ratio	0.11	
v/c Ratio	0.44	
Control Delay	64.4	
Queue Delay	0.0	
Total Delay	64.4	
LOS	E	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	65	
Queue Length 95th (ft)	98	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	359	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.19	
Intersection Summary		

Intersection Capacity Utilization 68.6%
 Analysis Period (min) 15

ICU Level of Service C













Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke



Lanes, Volumes, Timings
19: Merrick Ave & Front St

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	303	135	140	259	88	161	470	204	133	490	119
Future Volume (vph)	95	303	135	140	259	88	161	470	204	133	490	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00	1.00		1.00	0.99		1.00		0.98
Frt			0.850		0.962			0.955				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	1739	1478	1685	3151	0	1652	3254	0	1728	3574	1561
Flt Permitted	0.529			0.341			0.399			0.263		
Satd. Flow (perm)	901	1739	1458	604	3151	0	693	3254	0	476	3574	1536
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		26							
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		552			635			457			1121	
Travel Time (s)		9.4			10.8			7.8			19.1	
Confl. Peds. (#/hr)	1		1	1		1	2		5	5		2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	2%	0%	2%	4%	2%	1%	2%	1%	1%	0%
Parking (#/hr)									0			
Adj. Flow (vph)	99	316	141	146	270	92	168	490	213	139	510	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	316	141	146	362	0	168	703	0	139	510	124
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	20.0		5.0	20.0	20.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	28.0		10.0	28.0	28.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		1	1		2			0			0	0
Act Effct Green (s)	40.5	27.9	27.9	43.6	29.5		51.6	37.4		51.7	37.4	37.4
Actuated g/C Ratio	0.35	0.24	0.24	0.38	0.26		0.45	0.33		0.45	0.33	0.33
v/c Ratio	0.26	0.75	0.33	0.44	0.44		0.41	0.66		0.41	0.44	0.25
Control Delay	25.0	53.7	15.9	27.6	35.9		20.6	37.5		20.9	32.6	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	25.0	53.7	15.9	27.6	35.9		20.6	37.5		20.9	32.6	31.8
LOS	C	D	B	C	D		C	D		C	C	C
Approach Delay		39.0			33.5			34.2			30.3	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	45	215	23	68	108		68	235		55	155	67
Queue Length 95th (ft)	98	388	91	137	187		128	353		106	241	134
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	467	551	530	403	1038		476	2063		412	2266	973
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.21	0.57	0.27	0.36	0.35		0.35	0.34		0.34	0.23	0.13

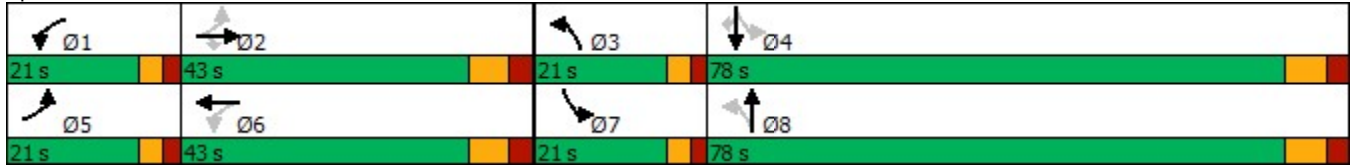
Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 114.4
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75

Intersection Signal Delay: 34.0
 Intersection Capacity Utilization 72.9%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 19: Merrick Ave & Front St



Lanes, Volumes, Timings
20: Uniondale Ave & Front St

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	381	122	163	346	48	149	330	173	53	308	62
Future Volume (vph)	101	381	122	163	346	48	149	330	173	53	308	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.96		0.93	0.98	0.99			0.98		0.99	0.99	
Frt			0.850		0.982			0.948			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1881	1599	1787	1809	0	1787	1717	0	1736	1788	0
Flt Permitted	0.519			0.233			0.229			0.446		
Satd. Flow (perm)	947	1881	1486	432	1809	0	431	1717	0	803	1788	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								22			7	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	24		17	17		24	15		14	14		15
Confl. Bikes (#/hr)			1						1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	1%	2%	2%	1%	3%	2%	4%	3%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	106	401	128	172	364	51	157	347	182	56	324	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	401	128	172	415	0	157	529	0	56	389	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

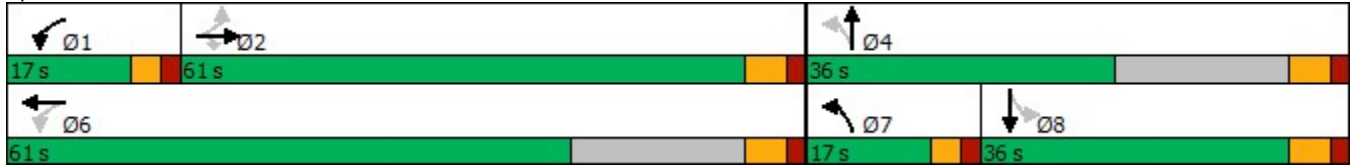
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	28.0	28.0	28.0	10.0	28.0		10.0	28.0		28.0	28.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	5	5	5		5			6		8	8	
Act Effct Green (s)	28.4	28.4	28.4	43.8	42.7		43.7	42.7		27.0	27.0	
Actuated g/C Ratio	0.29	0.29	0.29	0.45	0.44		0.45	0.44		0.28	0.28	
v/c Ratio	0.39	0.73	0.30	0.54	0.53		0.46	0.70		0.25	0.78	
Control Delay	33.2	40.5	29.6	23.2	22.9		23.3	28.9		35.0	46.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.2	40.5	29.6	23.2	22.9		23.3	28.9		35.0	46.3	
LOS	C	D	C	C	C		C	C		D	D	
Approach Delay		37.1			23.0			27.6			44.8	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	55	237	65	68	196		57	248		27	222	
Queue Length 95th (ft)	108	354	118	111	284		125	469		74	#440	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	549	1090	862	364	1372		364	862		254	570	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.37	0.15	0.47	0.30		0.43	0.61		0.22	0.68	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 97.8
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78

Intersection Signal Delay: 32.3
 Intersection Capacity Utilization 88.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: Uniondale Ave & Front St















Lanes, Volumes, Timings
21: California Ave & Front St

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	582	10	9	514	32	19	20	8	27	28	23
Future Volume (vph)	30	582	10	9	514	32	19	20	8	27	28	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.998			0.991			0.978			0.960	
Flt Protected	0.950			0.950				0.980			0.983	
Satd. Flow (prot)	1685	1752	0	1685	1738	0	0	1935	0	0	1986	0
Flt Permitted	0.422			0.391				0.831			0.866	
Satd. Flow (perm)	747	1752	0	691	1738	0	0	1635	0	0	1747	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	7		13	13		7	4		2	2		4
Confl. Bikes (#/hr)			2			2						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	4%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	31	606	10	9	535	33	20	21	8	28	29	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	616	0	9	568	0	0	49	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

Lanes, Volumes, Timings
21: California Ave & Front St

FB B Saturday Midday peak hour
05/23/2024

Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	
Detector 2 Channel	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	NA
Protected Phases		2			6			8			4	4
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		15.5	15.5		15.5	15.5	
Total Split (s)	61.0	61.0		61.0	61.0		28.5	28.5		28.5	28.5	
Total Split (%)	68.2%	68.2%		68.2%	68.2%		31.8%	31.8%		31.8%	31.8%	
Maximum Green (s)	55.0	55.0		55.0	55.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)							4	4		2	2	
Act Effct Green (s)	40.6	40.6		40.6	40.6			11.8			11.8	
Actuated g/C Ratio	0.75	0.75		0.75	0.75			0.22			0.22	
v/c Ratio	0.06	0.47		0.02	0.43			0.14			0.21	
Control Delay	5.8	7.6		5.6	7.2			20.4			20.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.8	7.6		5.6	7.2			20.4			20.9	
LOS	A	A		A	A			C			C	
Approach Delay		7.5			7.2			20.4			20.9	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	3	102		1	91			12			21	
Queue Length 95th (ft)	16	254		7	226			45			65	
Internal Link Dist (ft)		178			181			328			459	
Turn Bay Length (ft)	45			50								
Base Capacity (vph)	704	1652		652	1639			736			787	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.04	0.37		0.01	0.35			0.07			0.10	

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 53.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 8.7

Intersection Capacity Utilization 50.1%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	55	720	0	384	577	21	4	50	149	0	28	202
Future Volume (vph)	55	720	0	384	577	21	4	50	149	0	28	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.97				1.00							1.00
Frt					0.995							0.970
Flt Protected	0.950			0.950				0.950				0.995
Satd. Flow (prot)	1805	3438	0	1770	3547	0	0	1742	1881	0	0	3390
Flt Permitted	0.418			0.264				0.499				0.893
Satd. Flow (perm)	769	3438	0	492	3547	0	0	915	1881	0	0	3043
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	46					46						
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	0%	2%	1%	0%	25%	2%	1%	0%	4%	3%
Adj. Flow (vph)	57	742	0	396	595	22	4	52	154	0	29	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	742	0	396	617	0	0	56	154	0	0	297
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		20	20	30		20	6
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	58
Future Volume (vph)	58
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Adj. Flow (vph)	60
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		14.0	14.0	14.0		14.0	14.0
Total Split (s)	26.0	41.0		26.0	41.0		33.0	33.0	33.0		33.0	33.0
Total Split (%)	26.0%	41.0%		26.0%	41.0%		33.0%	33.0%	33.0%		33.0%	33.0%
Maximum Green (s)	21.0	35.0		21.0	35.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		0					0	0	0			
Act Effct Green (s)	58.3	44.8		73.1	54.6			15.9	15.9			15.9
Actuated g/C Ratio	0.58	0.45		0.73	0.55			0.16	0.16			0.16
v/c Ratio	0.10	0.48		0.61	0.32			0.39	0.52			0.61
Control Delay	14.4	41.6		10.4	14.6			37.2	37.0			44.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.2			0.0
Total Delay	14.4	41.6		10.4	14.6			37.2	37.2			44.3
LOS	B	D		B	B			D	D			D
Approach Delay		39.7			13.0				37.2			44.3
Approach LOS		D			B				D			D
Queue Length 50th (ft)	29	260		74	105			23	65			94
Queue Length 95th (ft)	m42	316		157	190			45	96			128
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	727	1549		667	1938			247	507			821
Starvation Cap Reductn	0	0		0	0			0	78			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.08	0.48		0.59	0.32			0.23	0.36			0.36

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

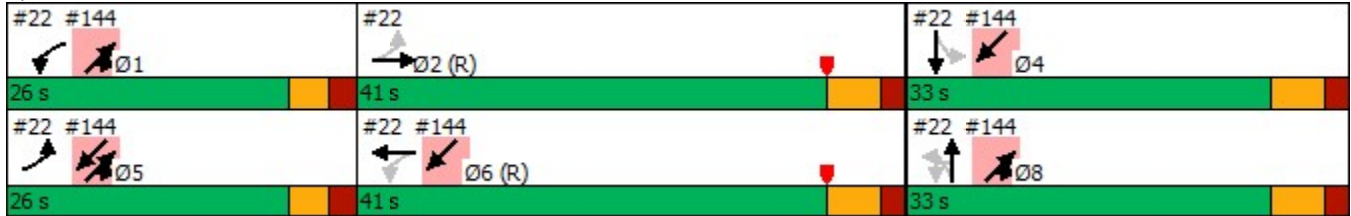
Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 28.4
 Intersection Capacity Utilization 76.4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave



Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

FB B Saturday Midday peak hour
05/23/2024









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	679	41	91	505	108	53	689	57	105	538	83
Future Volume (vph)	113	679	41	91	505	108	53	689	57	105	538	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97	1.00		0.98	0.98		0.98	0.99		0.99	0.99	
Frt		0.991			0.973			0.989			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3397	0	1805	3388	0	1805	3505	0	1770	3445	0
Flt Permitted	0.227			0.194			0.327			0.201		
Satd. Flow (perm)	415	3397	0	363	3388	0	611	3505	0	369	3445	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			26			9			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	81		54	54		81	47		56	56		47
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	5%	3%	0%	1%	6%	0%	1%	5%	2%	2%	1%
Parking (#/hr)						0						
Adj. Flow (vph)	118	707	43	95	526	113	55	718	59	109	560	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	750	0	95	639	0	55	777	0	109	646	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	15.0	35.0		15.0	35.0		15.0	35.0		15.0	35.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	9.0	29.0		9.0	29.0		9.0	29.0		9.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		16			19			18			27	
Act Effct Green (s)	35.1	28.2		32.7	25.2		41.2	35.0		45.1	38.5	
Actuated g/C Ratio	0.35	0.28		0.33	0.25		0.41	0.35		0.45	0.38	
v/c Ratio	0.46	0.78		0.42	0.73		0.17	0.63		0.40	0.48	
Control Delay	24.5	39.4		23.4	29.2		17.2	31.1		20.3	26.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.5	39.4		23.4	29.2		17.2	31.1		20.3	26.3	
LOS	C	D		C	C		B	C		C	C	
Approach Delay		37.4			28.4			30.2			25.5	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	46	231		20	193		19	220		38	167	
Queue Length 95th (ft)	80	296		54	83		43	305		74	241	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	272	1000		253	1000		376	1238		296	1337	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.75		0.38	0.64		0.15	0.63		0.37	0.48	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 50 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 30.6
 Intersection Capacity Utilization 78.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D













Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1 15 s	 Ø2 (R) 35 s	 Ø3 15 s	 Ø4 35 s
 Ø5 15 s	 Ø6 (R) 35 s	 Ø7 15 s	 Ø8 35 s

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	506	143	54	425	87	99	641	91	89	770	169
Future Volume (vph)	178	506	143	54	425	87	99	641	91	89	770	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97		0.89		0.98		0.99	0.99		0.97	0.99	
Frt			0.850		0.977			0.981			0.973	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1671	3539	1599	0	3281	0	1608	3317	0	1593	3265	0
Flt Permitted	0.237				0.833		0.132			0.365		
Satd. Flow (perm)	403	3539	1430	0	2736	0	222	3317	0	592	3265	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	63		78	78		63	43		76	76		43
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	2%	1%	2%	2%	2%	1%	2%	1%	2%	1%	11%
Parking (#/hr)						0						
Adj. Flow (vph)	184	522	147	56	438	90	102	661	94	92	794	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	522	147	0	584	0	102	755	0	92	968	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		14	14		25			26		21		21
Act Effct Green (s)	37.3	35.3	35.3		22.4		44.7	42.7		33.9		33.9
Actuated g/C Ratio	0.41	0.39	0.39		0.25		0.50	0.47		0.38		0.38
v/c Ratio	0.63	0.38	0.26		0.86		0.49	0.48		0.41		0.79
Control Delay	28.4	20.3	19.7		46.3		20.9	17.7		30.3		32.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	28.4	20.3	19.7		46.3		20.9	17.7		30.3		32.2
LOS	C	C	B		D		C	B		C		C
Approach Delay		21.9			46.3			18.1				32.0
Approach LOS		C			D			B				C
Queue Length 50th (ft)	62	101	51		165		33	160		42		280
Queue Length 95th (ft)	#126	152	101		#253		57	195		90		#377
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	296	1389	561		709		233	1628		227		1257
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	0.62	0.38	0.26		0.82		0.44	0.46		0.41		0.77

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 6 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70




















Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 28.4
 Intersection Capacity Utilization 89.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 24: N Franklin St & Fulton Ave















Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave

FB B Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	693	67	2	327	634	229	0	464	395	143	592
Future Volume (vph)	0	693	67	2	327	634	229	0	464	395	143	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.98		0.99		1.00	0.99
Frt		0.987					0.850		0.931			0.990
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3431	0	0	1728	3610	1830	0	3057	0	1624	3111
Flt Permitted					0.950						0.140	
Satd. Flow (perm)	0	3431	0	0	1720	3610	1792	0	3057	0	239	3111
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		11					127		243			12
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	8		11		11		8	61		5	5	
Confl. Bikes (#/hr)										4		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	2%	0%	1%	0%	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	0	700	68	2	330	640	231	0	469	399	144	598
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	768	0	0	332	640	231	0	868	0	144	643
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	45
Future Volume (vph)	45
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	61
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.99
Heavy Vehicles (%)	0%
Adj. Flow (vph)	45
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		20				2			4			3
Act Effct Green (s)		24.5			13.2	43.3	50.3		23.2		35.7	35.7
Actuated g/C Ratio		0.27			0.15	0.48	0.56		0.26		0.40	0.40
v/c Ratio		0.82			1.31	0.37	0.22		0.90		0.71	0.52
Control Delay		38.3			199.0	16.3	4.3		35.9		50.2	21.3
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		38.3			199.0	16.3	4.3		35.9		50.2	21.3
LOS		D			F	B	A		D		D	C
Approach Delay		38.3				64.4			35.9			26.6
Approach LOS		D				E			D			C
Queue Length 50th (ft)		204			~257	112	22		186		54	143
Queue Length 95th (ft)		#307			#476	181	56		253		83	166
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		965			254	1735	1126		1071		265	1475
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		0.80			1.31	0.37	0.21		0.81		0.54	0.44

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 44 (49%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

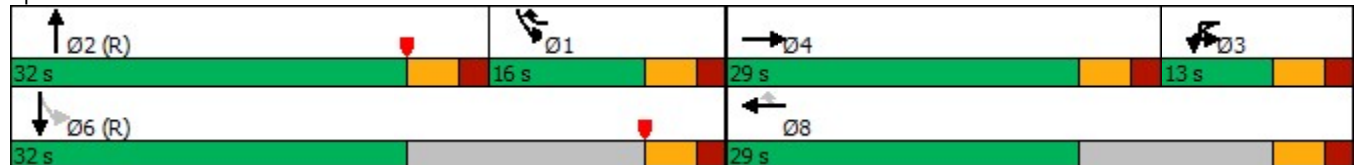
Intersection Summary

Maximum v/c Ratio: 1.31
 Intersection Signal Delay: 43.9
 Intersection Capacity Utilization 91.6%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F

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













Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	919	217	262	765	187	190	374	163	126	279	35
Future Volume (vph)	83	919	217	262	765	187	190	374	163	126	279	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.98			0.98	1.00	0.99		1.00	1.00	
Frt			0.850			0.850		0.955			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1572	3421	1501	1652	3388	1546	1678	3257	0	1668	3412	0
Flt Permitted	0.345			0.081			0.374			0.204		
Satd. Flow (perm)	571	3421	1474	141	3388	1509	658	3257	0	357	3412	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								49			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	2%	4%	2%	3%	1%	4%	2%	1%	1%	0%	3%
Parking (#/hr)												0
Adj. Flow (vph)	88	978	231	279	814	199	202	398	173	134	297	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	978	231	279	814	199	202	571	0	134	334	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							









Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0	
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%	
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		2			2			1			2	
Act Effct Green (s)	54.4	46.2	61.7	80.8	66.6	79.5	43.9	28.3		38.5	25.6	
Actuated g/C Ratio	0.39	0.33	0.44	0.58	0.48	0.57	0.31	0.20		0.28	0.18	
v/c Ratio	0.31	0.87	0.35	0.72	0.51	0.23	0.63	0.82		0.61	0.53	
Control Delay	20.8	53.8	24.6	45.6	28.6	14.6	43.0	58.5		44.5	52.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.8	53.8	24.6	45.6	28.6	14.6	43.0	58.5		44.5	52.3	
LOS	C	D	C	D	C	B	D	E		D	D	
Approach Delay		46.4			30.1			54.5			50.1	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	35	442	124	184	263	77	138	243		88	143	
Queue Length 95th (ft)	73	#598	196	#376	393	144	184	293		125	176	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	379	1127	668	390	1611	905	334	965		267	982	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.87	0.35	0.72	0.51	0.22	0.60	0.59		0.50	0.34	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 73 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 43.0
 Intersection Capacity Utilization 84.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd

 Ø1 23 s	 Ø2 (R) 48 s	 Ø3 23 s	 Ø4 46 s
 Ø5 23 s	 Ø6 (R) 48 s	 Ø7 23 s	 Ø8 46 s

Lanes, Volumes, Timings
 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	277	1681	74	258	1513	662	73	338	342	691	338
Future Volume (vph)	2	277	1681	74	258	1513	662	73	338	342	691	338
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		375		245	250		0	95		235	300	
Storage Lanes		1		1	2		1	1		1	2	
Taper Length (ft)		85			110			130			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00		0.99	1.00		0.98	1.00				
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3502	5136	1524	3467	6471	1599	1656	3438	1583	3467	3471
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3497	5136	1502	3464	6471	1560	1652	3438	1583	3467	3471
Right Turn on Red				Yes			No			Yes		
Satd. Flow (RTOR)				225						143		
Link Speed (mph)			30			40			30			30
Link Distance (ft)			566			700			662			581
Travel Time (s)			12.9			11.9			15.0			13.2
Confl. Peds. (#/hr)		9		6	6		9	3				
Confl. Bikes (#/hr)				1								
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	6%	1%	1%	1%	9%	5%	2%	1%	4%
Adj. Flow (vph)	2	283	1715	76	263	1544	676	74	345	349	705	345
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	285	1715	76	263	1544	676	74	345	349	705	345
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	261
Future Volume (vph)	261
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1574
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	3
Confl. Bikes (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	1%
Adj. Flow (vph)	266
Shared Lane Traffic (%)	
Lane Group Flow (vph)	266
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	5	2		1	6		3	8	1	7	4
Permitted Phases				Free			6 7			8		
Detector Phase	5	5	2		1	6	6 7	3	8	1	7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0		5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.0	9.0	26.0		9.0	26.0		11.0	16.0	9.0	11.0	16.0
Total Split (s)	27.0	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0
Total Split (%)	16.9%	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%
Maximum Green (s)	21.0	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None
Walk Time (s)	5.0	5.0	7.0			7.0			7.0			7.0
Flash Dont Walk (s)	7.0	7.0	28.0			28.0			33.0			33.0
Pedestrian Calls (#/hr)	0	0	1			0			2			3
Act Effct Green (s)		17.3	66.5	160.0	17.4	66.6	101.6	11.4	24.1	46.5	29.0	40.7
Actuated g/C Ratio		0.11	0.42	1.00	0.11	0.42	0.64	0.07	0.15	0.29	0.18	0.25
v/c Ratio		0.75	0.80	0.05	0.70	0.57	0.68	0.63	0.67	0.62	1.12	0.39
Control Delay		81.9	45.1	0.1	86.7	24.7	14.7	94.2	69.7	32.2	132.0	50.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Total Delay		81.9	45.1	0.1	86.7	24.7	16.1	94.2	69.7	32.2	132.0	50.2
LOS		F	D	A	F	C	B	F	E	C	F	D
Approach Delay			48.5			28.9			55.0			91.1
Approach LOS			D			C			E			F
Queue Length 50th (ft)		152	563	0	147	159	156	77	185	192	~436	162
Queue Length 95th (ft)		198	#767	0	m#197	388	#874	132	210	270	#565	188
Internal Link Dist (ft)			486			620			582			501
Turn Bay Length (ft)		375		245	250			95		235	300	
Base Capacity (vph)		463	2134	1502	377	2692	990	165	902	561	628	1171
Starvation Cap Reductn		0	0	0	0	0	151	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.62	0.80	0.05	0.70	0.57	0.81	0.45	0.38	0.62	1.12	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.12

Lane Group SBR

Detector 2 Extend (s)
 Turn Type custom
 Protected Phases
 Permitted Phases 4 5
 Detector Phase 4 5
 Switch Phase
 Minimum Initial (s)
 Minimum Split (s)
 Total Split (s)
 Total Split (%)
 Maximum Green (s)
 Yellow Time (s)
 All-Red Time (s)
 Lost Time Adjust (s)
 Total Lost Time (s)
 Lead/Lag
 Lead-Lag Optimize?
 Vehicle Extension (s)
 Recall Mode
 Walk Time (s)
 Flash Dont Walk (s)
 Pedestrian Calls (#/hr)
 Act Effct Green (s) 64.0
 Actuated g/C Ratio 0.40
 v/c Ratio 0.42
 Control Delay 35.9
 Queue Delay 0.0
 Total Delay 35.9
 LOS D
 Approach Delay
 Approach LOS
 Queue Length 50th (ft) 206
 Queue Length 95th (ft) 235
 Internal Link Dist (ft)
 Turn Bay Length (ft)
 Base Capacity (vph) 659
 Starvation Cap Reductn 0
 Spillback Cap Reductn 0
 Storage Cap Reductn 0
 Reduced v/c Ratio 0.40

Intersection Summary

Intersection Signal Delay: 50.4

Intersection LOS: D

Intersection Capacity Utilization 98.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

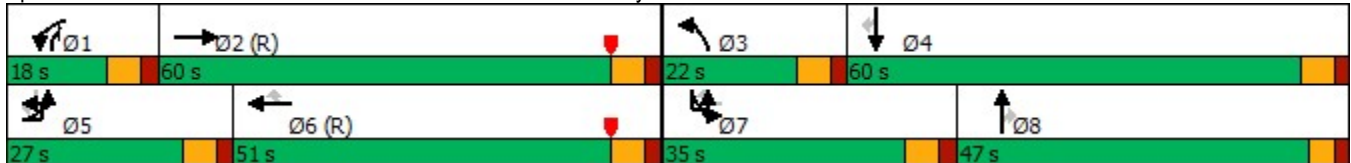
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	1026	285	187	1084	80	325	175	208	116	181	82
Future Volume (vph)	57	1026	285	187	1084	80	325	175	208	116	181	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98	1.00	1.00				0.98		1.00	
Frt			0.850		0.990				0.850		0.967	
Flt Protected	0.950			0.950			0.950				0.985	
Satd. Flow (prot)	1805	5136	1599	1805	5079	0	3502	1881	1615	0	3412	0
Flt Permitted	0.199			0.177			0.950				0.985	
Satd. Flow (perm)	378	5136	1564	336	5079	0	3502	1881	1577	0	3406	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			291		8				97			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	4		5	5		4			5	5		
Confl. Bikes (#/hr)			2						7			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	0%	1%	0%	1%	1%	0%
Adj. Flow (vph)	58	1047	291	191	1106	82	332	179	212	118	185	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	1047	291	191	1188	0	332	179	212	0	387	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				2	2				
Act Effct Green (s)	77.9	70.1	70.1	93.9	82.4		22.9	22.9	40.7		25.3	
Actuated g/C Ratio	0.49	0.44	0.44	0.59	0.52		0.14	0.14	0.25		0.16	
v/c Ratio	0.23	0.47	0.34	0.53	0.45		0.66	0.67	0.44		0.72	
Control Delay	19.8	34.6	4.8	22.5	27.1		71.0	76.5	25.3		71.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	19.8	34.6	4.8	22.5	27.1		71.0	76.5	25.3		71.7	
LOS	B	C	A	C	C		E	E	C		E	
Approach Delay		27.8			26.5			58.9			71.7	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	25	281	0	89	287		172	181	94		205	
Queue Length 95th (ft)	57	393	70	161	399		214	252	152		257	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	389	2282	856	387	2619		853	458	504		538	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.15	0.46	0.34	0.49	0.45		0.39	0.39	0.42		0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 13 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72

Intersection Signal Delay: 37.5
 Intersection Capacity Utilization 75.7%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	878	191	494	953	54	159	306	689	124	396	213
Future Volume (vph)	155	878	191	494	953	54	159	306	689	124	396	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	0.99	0.99	1.00		0.98
Frt		0.973			0.992			0.921	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	4933	0	3433	3541	0	1752	3083	1441	1805	3539	1599
Flt Permitted	0.950			0.950			0.331			0.149		
Satd. Flow (perm)	1787	4933	0	3426	3541	0	609	3083	1421	283	3539	1571
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			197	100			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)	1		4	4		1	4		2	2		4
Confl. Bikes (#/hr)									1			2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	2%	2%	2%	1%	2%	3%	3%	2%	0%	2%	1%
Adj. Flow (vph)	157	887	193	499	963	55	161	309	696	125	400	215
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	157	1080	0	499	1018	0	161	657	348	125	400	215
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												









												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		1			1						0	
Act Effct Green (s)	16.6	52.9		23.8	60.1		40.3	27.8	51.6	38.3	26.8	43.4
Actuated g/C Ratio	0.12	0.38		0.17	0.43		0.29	0.20	0.37	0.27	0.19	0.31
v/c Ratio	0.74	0.58		0.86	0.67		0.58	0.85	0.59	0.62	0.59	0.44
Control Delay	79.7	37.9		71.1	36.8		42.5	48.4	25.0	46.4	54.4	35.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.7	37.9		71.1	36.8		42.5	48.4	25.0	46.4	54.4	35.2
LOS	E	D		E	D		D	D	C	D	D	D
Approach Delay		43.2			48.1			40.6			47.5	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	140	291		226	385		109	231	181	83	178	148
Queue Length 95th (ft)	210	375		#326	#604		151	288	265	119	213	180
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	293	1863		599	1521		296	939	596	234	910	563
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.58		0.83	0.67		0.54	0.70	0.58	0.53	0.44	0.38

Intersection Summary













Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86

Intersection Signal Delay: 44.8
 Intersection Capacity Utilization 83.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
29 s	49 s	20 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
29 s	49 s	20 s	42 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	435	258	132	9	242	195	103	526	35	243	615	384
Future Volume (vph)	435	258	132	9	242	195	103	526	35	243	615	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor			0.99	1.00			1.00				1.00	0.99
Frt			0.850		0.933			0.991			0.983	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3610	1583	1805	3350	0	1787	3448	0	1745	3302	1407
Flt Permitted	0.950			0.950			0.222			0.225		
Satd. Flow (perm)	3433	3610	1561	1803	3350	0	417	3448	0	413	3302	1387
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			135									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)			1	1			1					1
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	0%	2%	0%	1%	0%	1%	4%	0%	0%	3%	1%
Adj. Flow (vph)	444	263	135	9	247	199	105	537	36	248	628	392
Shared Lane Traffic (%)												21%
Lane Group Flow (vph)	444	263	135	9	446	0	105	573	0	248	710	310
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											









												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0										
Flash Dont Walk (s)		16.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	19.8	42.8	52.6	5.3	19.7		35.0	25.2		43.7	29.7	50.5
Actuated g/C Ratio	0.20	0.43	0.52	0.05	0.20		0.35	0.25		0.43	0.29	0.50
v/c Ratio	0.66	0.17	0.15	0.10	0.68		0.40	0.66		0.70	0.73	0.44
Control Delay	44.3	20.2	2.9	56.3	45.2		23.3	39.0		31.5	38.0	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	44.3	20.2	2.9	56.3	45.2		23.3	39.0		31.5	38.0	16.0
LOS	D	C	A	E	D		C	D		C	D	B
Approach Delay		30.1										
Approach LOS		C										
Queue Length 50th (ft)	136	52	0	6	141		38	176		99	221	115
Queue Length 95th (ft)	230	111	32	26	235		86	272		#199	354	225
Internal Link Dist (ft)		743										
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	920	1638	979	390	1209		384	1422		387	1361	800
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.48	0.16	0.14	0.02	0.37		0.27	0.40		0.64	0.52	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 100.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73

Intersection Signal Delay: 34.1
 Intersection Capacity Utilization 72.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd

 Ø1	 Ø2	 Ø3	 Ø4
20 s	46 s	26 s	41 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	46 s	31 s	41 s













Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	751	21	17	372	175	42	102	63	570	83	893
Future Volume (vph)	375	751	21	17	372	175	42	102	63	570	83	893
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor	1.00				1.00							
Frt		0.996			0.952				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.963	
Satd. Flow (prot)	1805	6447	0	1805	4833	0	1805	1863	1615	1643	3308	2842
Flt Permitted	0.319			0.320			0.950			0.950	0.963	
Satd. Flow (perm)	605	6447	0	608	4833	0	1805	1863	1615	1643	3308	2842
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			83				70			811
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	391	782	22	18	388	182	44	106	66	594	86	930
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	391	804	0	18	570	0	44	106	66	297	383	930
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB B Saturday Midday peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		1	1	
Act Effct Green (s)	75.0	65.8		49.2	43.9		14.3	14.3	19.5	32.7	32.7	63.8
Actuated g/C Ratio	0.54	0.47		0.35	0.31		0.10	0.10	0.14	0.23	0.23	0.46
v/c Ratio	0.73	0.27		0.07	0.36		0.24	0.56	0.23	0.77	0.50	0.54
Control Delay	31.5	24.7		21.9	33.6		59.5	70.6	6.9	63.5	47.9	4.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	24.7		21.9	33.6		59.5	70.6	6.9	63.5	47.9	4.4
LOS	C	C		C	C		E	E	A	E	D	A
Approach Delay		26.9			33.2			48.9			25.6	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	206	130		8	133		38	93	0	279	166	31
Queue Length 95th (ft)	#443	186		25	172		75	152	20	372	204	80
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	539	3033		423	1573		386	399	426	401	808	1737
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.27		0.04	0.36		0.11	0.27	0.15	0.74	0.47	0.54







Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 28.7

Intersection LOS: C

Intersection Capacity Utilization 91.6% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave

 Ø1	 Ø2 (R)	 Ø3	 Ø4
24 s	44 s	36 s	36 s
 Ø5	 Ø6 (R)		
24 s	44 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	178	783	174	185	832	127	2	247	442	206	3	176
Future Volume (vph)	178	783	174	185	832	127	2	247	442	206	3	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor		1.00		1.00				1.00		0.99		1.00
Frt		0.973			0.980					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	4984	0	3367	5040	0	0	1770	3574	2760	0	1805
Flt Permitted	0.950			0.950				0.447				0.322
Satd. Flow (perm)	1805	4984	0	3361	5040	0	0	832	3574	2723	0	611
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		35			20					215		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)			2	2				2		1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	4%	1%	0%	0%	2%	1%	3%	0%	0%
Adj. Flow (vph)	185	816	181	193	867	132	2	257	460	215	3	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	997	0	193	999	0	0	259	460	215	0	186
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		pm+pt	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6		3	3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		3	3	8	1	7	7
Switch Phase												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	260	92
Future Volume (vph)	260	92
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1599
Flt Permitted		
Satd. Flow (perm)	3539	1578
Right Turn on Red		Yes
Satd. Flow (RTOR)		96
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		2
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	271	96
Shared Lane Traffic (%)		
Lane Group Flow (vph)	271	96
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5
Switch Phase		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

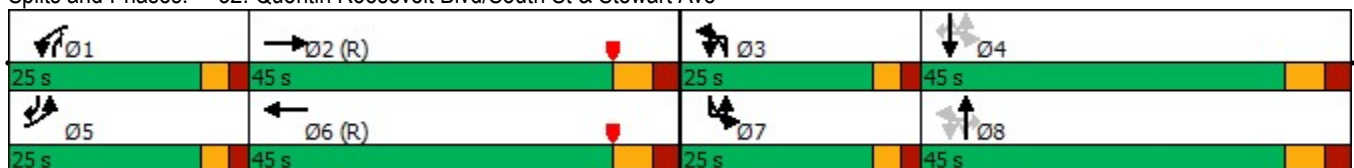
FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	32.0		5.0	32.0		5.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		10.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		25.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		17.9%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		20.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0				0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0				5.0	7.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									30.0			
Pedestrian Calls (#/hr)									1			
Act Effct Green (s)	18.7	60.7		13.3	55.4				47.0	25.8	41.1	40.9
Actuated g/C Ratio	0.13	0.43		0.10	0.40				0.34	0.18	0.29	0.29
v/c Ratio	0.77	0.46		0.60	0.50				0.63	0.70	0.23	0.59
Control Delay	79.1	29.7		68.6	34.4				40.8	58.8	3.7	39.6
Queue Delay	0.0	0.0		0.0	0.0				0.0	0.0	0.0	0.0
Total Delay	79.1	29.7		68.6	34.4				40.8	58.8	3.7	39.6
LOS	E	C		E	C				D	E	A	D
Approach Delay		37.4			39.9				41.1			
Approach LOS		D			D				D			
Queue Length 50th (ft)	163	219		88	243				182	211	0	124
Queue Length 95th (ft)	247	332		126	352				215	243	26	154
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350					200			200
Base Capacity (vph)	266	2182		481	2005				415	970	1075	365
Starvation Cap Reductn	0	0		0	0				0	0	0	0
Spillback Cap Reductn	0	0		0	0				0	0	0	0
Storage Cap Reductn	0	0		0	0				0	0	0	0
Reduced v/c Ratio	0.70	0.46		0.40	0.50				0.62	0.47	0.20	0.51

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 39.6
 Intersection Capacity Utilization 80.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



	↓	↙
Lane Group	SBT	SBR
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	22.7	43.4
Actuated g/C Ratio	0.16	0.31
v/c Ratio	0.47	0.17
Control Delay	54.6	4.9
Queue Delay	0.0	0.0
Total Delay	54.6	4.9
LOS	D	A
Approach Delay	40.9	
Approach LOS	D	
Queue Length 50th (ft)	122	0
Queue Length 95th (ft)	145	32
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	960	579
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.28	0.17
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB B Saturday Midday peak hour
05/23/2024













Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	1172	28	325	962	93	23	416	436	92	380	156
Future Volume (vph)	181	1172	28	325	962	93	23	416	436	92	380	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor											1.00	
Frt		0.996			0.987			0.925			0.963	
Flt Protected	0.950			0.950				0.999			0.993	
Satd. Flow (prot)	1805	5112	0	3433	3541	0	0	3258	0	0	3311	0
Flt Permitted	0.950			0.950				0.891			0.557	
Satd. Flow (perm)	1805	5112	0	3433	3541	0	0	2906	0	0	1857	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	4%	2%	0%	7%	0%	4%	1%	5%	4%	3%
Adj. Flow (vph)	185	1196	29	332	982	95	23	424	445	94	388	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	1225	0	332	1077	0	0	892	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	

Lane Group Ø3

Lane Configurations
Traffic Volume (vph)
Future Volume (vph)
Ideal Flow (vphpl)
Storage Length (ft)
Storage Lanes
Taper Length (ft)
Lane Util. Factor
Ped Bike Factor
Frt
Flt Protected
Satd. Flow (prot)
Flt Permitted
Satd. Flow (perm)
Right Turn on Red
Satd. Flow (RTOR)
Link Speed (mph)
Link Distance (ft)
Travel Time (s)
Confl. Bikes (#/hr)
Peak Hour Factor
Heavy Vehicles (%)
Adj. Flow (vph)
Shared Lane Traffic (%)
Lane Group Flow (vph)
Enter Blocked Intersection
Lane Alignment
Median Width(ft)
Link Offset(ft)
Crosswalk Width(ft)
Two way Left Turn Lane
Headway Factor
Turning Speed (mph)
Number of Detectors
Detector Template
Leading Detector (ft)
Trailing Detector (ft)
Detector 1 Position(ft)
Detector 1 Size(ft)
Detector 1 Type
Detector 1 Channel
Detector 1 Extend (s)
Detector 1 Queue (s)
Detector 1 Delay (s)
Detector 2 Position(ft)
Detector 2 Size(ft)
Detector 2 Type
Detector 2 Channel
Detector 2 Extend (s)

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB B Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	18.8	49.2		17.9	51.2			46.1			46.1	
Actuated g/C Ratio	0.13	0.35		0.13	0.36			0.33			0.33	
v/c Ratio	0.77	0.69		0.76	0.84			0.94			1.06	
Control Delay	80.4	42.1		71.7	48.5			64.3			97.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	80.4	42.1		71.7	48.5			64.3			97.9	
LOS	F	D		E	D			E			F	
Approach Delay		47.1			54.0			64.3			97.9	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	166	352		155	480			423			~343	
Queue Length 95th (ft)	256	424		209	585			#584			#487	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	281	1812		535	1330			949			607	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.66	0.68		0.62	0.81			0.94			1.06	

Intersection Summary

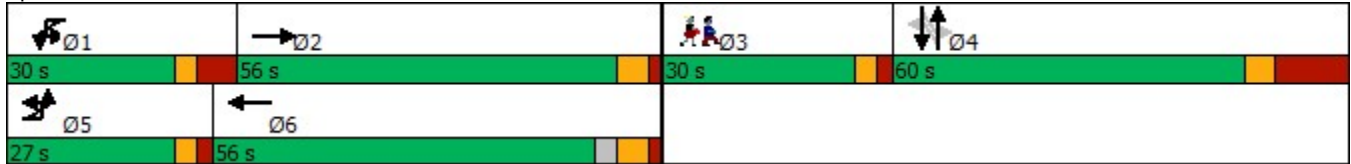
Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 141.1
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 60.3
 Intersection Capacity Utilization 116.3%
 Intersection LOS: E
 ICU Level of Service H







Lane Group	Ø3
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	30.0
Total Split (%)	17%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	







Analysis Period (min) 15

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	168	76	282	172	70	392
Future Volume (vph)	168	76	282	172	70	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor					0.99	
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3505	1384	3400	1613	3367	2787
Flt Permitted			0.640		0.950	
Satd. Flow (perm)	3505	1384	2290	1613	3349	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		80				413
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Confl. Peds. (#/hr)					3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	5%	3%	6%	4%	2%
Parking (#/hr)		0		0		
Adj. Flow (vph)	177	80	297	181	74	413
Shared Lane Traffic (%)						
Lane Group Flow (vph)	177	80	297	181	74	413
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						

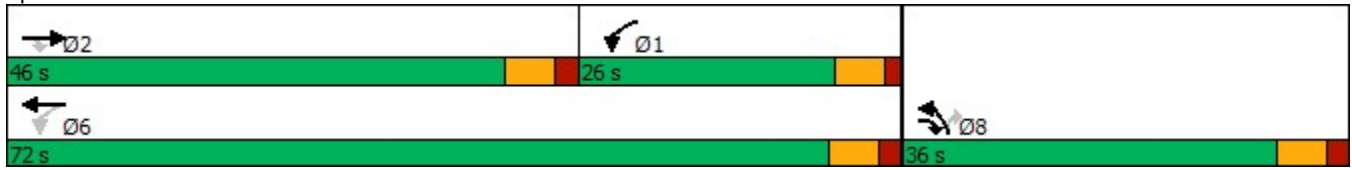
						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	9.5	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.0	27.5	23.5	23.0	9.5	9.5
Actuated g/C Ratio	0.27	0.62	0.53	0.52	0.21	0.21
v/c Ratio	0.19	0.09	0.22	0.22	0.10	0.45
Control Delay	13.4	1.3	6.4	6.9	14.4	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.4	1.3	6.4	6.9	14.4	3.9
LOS	B	A	A	A	B	A
Approach Delay	9.6			6.6	5.5	
Approach LOS	A			A	A	
Queue Length 50th (ft)	17	0	17	21	7	0
Queue Length 95th (ft)	38	9	35	52	19	27
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	3150	959	2492	1613	2269	2013
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.08	0.12	0.11	0.03	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 44.5
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 6.8
 Intersection Capacity Utilization 40.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave













FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	479	47	64	2	22	58	1	67	371	9	7	32
Future Volume (vph)	479	47	64	2	22	58	1	67	371	9	7	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor								1.00				
Frt			0.850		0.892				0.997			
Flt Protected	0.950	0.960		0.950				0.950				0.950
Satd. Flow (prot)	1595	3218	1615	1203	3090	0	0	1805	5159	0	0	1706
Flt Permitted	0.417	0.761		0.870				0.528				0.510
Satd. Flow (perm)	700	2551	1615	1102	3090	0	0	1000	5159	0	0	916
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			72		60				3			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)								3				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	4%	0%	50%	10%	2%	0%	0%	0%	11%	0%	7%
Adj. Flow (vph)	499	49	67	2	23	60	1	70	386	9	7	33
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	249	299	67	2	83	0	0	71	395	0	0	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	259	320
Future Volume (vph)	259	320
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3471	1553
Flt Permitted		
Satd. Flow (perm)	3471	1528
Right Turn on Red		Yes
Satd. Flow (RTOR)		333
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		3
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	4%	4%
Adj. Flow (vph)	270	333
Shared Lane Traffic (%)		
Lane Group Flow (vph)	270	333
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB B Saturday Midday peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.0	16.0	16.0	11.0	11.0		10.0	10.0	11.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)	23.3	22.2	22.2	6.6	6.6			16.7	13.3			15.2
Actuated g/C Ratio	0.44	0.42	0.42	0.13	0.13			0.32	0.25			0.29
v/c Ratio	0.45	0.24	0.09	0.01	0.19			0.17	0.30			0.11
Control Delay	13.5	10.9	3.4	27.0	13.5			13.7	18.7			13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	13.5	10.9	3.4	27.0	13.5			13.7	18.7			13.4
LOS	B	B	A	C	B			B	B			B
Approach Delay		11.1			13.8				18.0			
Approach LOS		B			B				B			
Queue Length 50th (ft)	59	34	0	1	3			15	32			8
Queue Length 95th (ft)	125	65	18	7	23			42	78			28
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	735	2406	1426	580	1655			661	3955			622
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.34	0.12	0.05	0.00	0.05			0.11	0.10			0.06

Intersection Summary

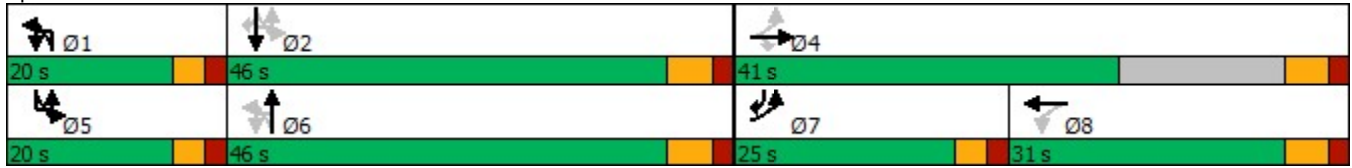
Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 52.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 13.1
 Intersection Capacity Utilization 46.8%

Intersection LOS: B
 ICU Level of Service A

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	16.0	10.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	11.1	26.5
Actuated g/C Ratio	0.21	0.51
v/c Ratio	0.37	0.35
Control Delay	22.5	2.2
Queue Delay	0.0	0.0
Total Delay	22.5	2.2
LOS	C	A
Approach Delay	11.4	
Approach LOS	B	
Queue Length 50th (ft)	43	0
Queue Length 95th (ft)	86	31
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	2660	1086
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.10	0.31
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	95	20	18	0	0	0	0	1	407	181
Future Volume (vph)	0	1	95	20	18	0	0	0	0	1	407	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor			0.99	1.00						1.00		0.98
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1773	1546	1925	1900	0	0	0	0	1685	5036	1449
Flt Permitted				0.757						0.950		
Satd. Flow (perm)	0	1773	1525	1532	1900	0	0	0	0	1681	5036	1427
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			102									195
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)			1	1			2		1	1		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	3%	4%
Adj. Flow (vph)	0	1	102	22	19	0	0	0	0	1	438	195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	102	22	19	0	0	0	0	1	438	195
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0

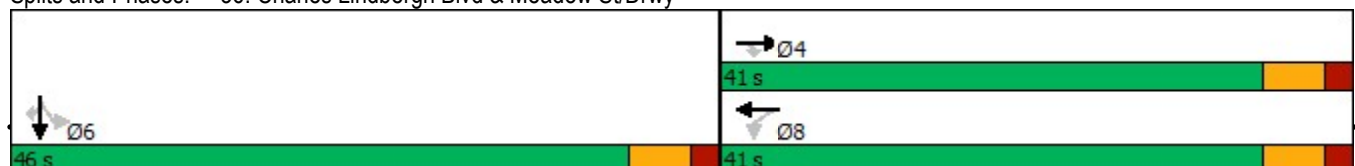
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	0	0					0	0	0
Act Effct Green (s)		10.4	10.4	10.4	10.4					29.7	29.7	29.7
Actuated g/C Ratio		0.22	0.22	0.22	0.22					0.62	0.62	0.62
v/c Ratio		0.00	0.25	0.07	0.05					0.00	0.14	0.20
Control Delay		13.0	5.4	14.2	13.8					8.0	6.4	2.4
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		13.0	5.4	14.2	13.8					8.0	6.4	2.4
LOS		B	A	B	B					A	A	A
Approach Delay		5.5			14.0						5.2	
Approach LOS		A			B						A	
Queue Length 50th (ft)		0	0	5	4					0	17	0
Queue Length 95th (ft)		3	25	17	15					3	52	31
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		1307	1150	1129	1400					1460	4374	1265
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.00	0.09	0.02	0.01					0.00	0.10	0.15







Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 48
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.25
 Intersection Signal Delay: 5.7
 Intersection Capacity Utilization 49.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy

















						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	0	882	0	0	67	0
Future Volume (vph)	0	882	0	0	67	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3505	0	0	3502	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3505	0	0	3502	0
Link Speed (mph)		45	30		30	
Link Distance (ft)		600	253		249	
Travel Time (s)		9.1	5.8		5.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	3%	2%	2%	0%	2%
Adj. Flow (vph)	0	1026	0	0	78	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1026	0	0	78	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	R NA	Left	Right	L NA	Right
Median Width(ft)		12	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary











Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 43.2% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  			  
Traffic Volume (vph)	0	0	613	0	0	802
Future Volume (vph)	0	0	613	0	0	802
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	11	11
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	5036	1710	0	4821
Flt Permitted						
Satd. Flow (perm)	0	1900	5036	1710	0	4821
Link Speed (mph)	30		35			35
Link Distance (ft)	226		393			581
Travel Time (s)	5.1		7.7			11.3
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	3%	0%	0%	4%
Adj. Flow (vph)	0	0	674	0	0	881
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	674	0	0	881
Enter Blocked Intersection	No	Yes	Yes	Yes	No	Yes
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		25			25
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.14	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Free			Free











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.8% ICU Level of Service A
 Analysis Period (min) 15

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations									
Traffic Volume (veh/h)	0	0	613	0	0	802			
Future Volume (Veh/h)	0	0	613	0	0	802			
Sign Control	Yield		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91			
Hourly flow rate (vph)	0	0	674	0	0	881			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	Raised			Raised					
Median storage veh	1			1					
Upstream signal (ft)	393			581					
pX, platoon unblocked	0.96	0.96			0.96				
vC, conflicting volume	968	225			674				
vC1, stage 1 conf vol	674								
vC2, stage 2 conf vol	294								
vCu, unblocked vol	838	68			534				
tC, single (s)	6.8	6.9			4.1				
tC, 2 stage (s)	5.8								
tF (s)	3.5	3.3			2.2				
p0 queue free %	100	100			100				
cM capacity (veh/h)	414	953			1007				
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	0	225	225	225	0	294	294	294	
Volume Left	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.13	0.13	0.13	0.00	0.17	0.17	0.17	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A								
Approach Delay (s)	0.0	0.0				0.0			
Approach LOS	A								
Intersection Summary									
Average Delay			0.0						
Intersection Capacity Utilization			18.8%		ICU Level of Service			A	
Analysis Period (min)			15						

Lanes, Volumes, Timings
 40: Hempstead Tpke & Meadowbrook Pkwy SB Off Ramp

FB B Saturday Midday peak hour
 05/23/2024

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑↑	↑		↑↑↑					↑
Traffic Volume (vph)	0	1197	578	0	1550	0	0	0	0	552
Future Volume (vph)	0	1197	578	0	1550	0	0	0	0	552
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		140	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	0			0			0		0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	4821	1561	0	5085	0	0	0	0	1644
Flt Permitted										
Satd. Flow (perm)	0	4821	1561	0	5085	0	0	0	0	1644
Link Speed (mph)		50			50		30		30	
Link Distance (ft)		294			391		419		491	
Travel Time (s)		4.0			5.3		9.5		11.2	
Confl. Peds. (#/hr)	1					1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1301	628	0	1685	0	0	0	0	600
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1301	628	0	1685	0	0	0	0	600
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	R NA
Median Width(ft)		25			25		0		0	
Link Offset(ft)		0			0		0		11	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		50	15		9	15	9	15	50
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 70.8%
 Analysis Period (min) 15
 ICU Level of Service C

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (vph)	0	1332	0	0	1197	0	0	0	327	0	0	808
Future Volume (vph)	0	1332	0	0	1197	0	0	0	327	0	0	808
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		140
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt Protected									0.865			0.865
Satd. Flow (prot)	0	5136	0	0	5136	0	0	0	1863	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	5136	0	0	5136	0	0	0	1863	0	0	1644
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		204			435			301			361	
Travel Time (s)		2.8			5.9			6.8			8.2	
Confl. Peds. (#/hr)			1	1			1					1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1432	0	0	1287	0	0	0	352	0	0	878
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1432	0	0	1287	0	0	0	352	0	0	878
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Left	R NA	Left	Left	R NA
Median Width(ft)		6			6			0			0	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 79.9%
 Analysis Period (min) 15
 ICU Level of Service D







HCM Unsignalized Intersection Capacity Analysis

FB B Saturday Midday peak hour

41: Meadowbrook Pkwy NB Off Ramp/Meadowbrook Pkwy NB Off Ramp & Hempstead Tpke

05/23/2024







Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (veh/h)	0	1332	0	0	1197	0	0	0	327	0	0	808
Future Volume (Veh/h)	0	1332	0	0	1197	0	0	0	327	0	0	808
Sign Control		Free			Free			Stop			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92
Hourly flow rate (vph)	0	1432	0	0	1287	0	0	0	352	0	0	878
Pedestrians		1						1				
Lane Width (ft)		12.0						16.0				
Walking Speed (ft/s)		3.5						3.5				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					654							
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	1287			1433			2741	2720	478	2116	2720	430
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	715			1433			2428	2403	478	1692	2403	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	35	100	100	5
cM capacity (veh/h)	759			480			1	29	538	18	29	925
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NE 1	SW 1				
Volume Total	477	477	477	429	429	429	352	878				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	0	0	0	0	352	878				
cSH	1700	1700	1700	1700	1700	1700	538	925				
Volume to Capacity	0.28	0.28	0.28	0.25	0.25	0.25	0.65	0.95				
Queue Length 95th (ft)	0	0	0	0	0	0	118	386				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	23.5	39.8				
Lane LOS							C	E				
Approach Delay (s)	0.0			0.0			23.5	39.8				
Approach LOS							C	E				
Intersection Summary												
Average Delay			10.9									
Intersection Capacity Utilization			79.9%		ICU Level of Service				D			
Analysis Period (min)			15									

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	1197	0	0	1549	0	531
Future Volume (vph)	1197	0	0	1549	0	531
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	16
Storage Length (ft)		0	0		0	140
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	4964	0	0	4964	0	1863
Flt Permitted						
Satd. Flow (perm)	4964	0	0	4964	0	1863
Link Speed (mph)	50			50	30	
Link Distance (ft)	391			133	260	
Travel Time (s)	5.3			1.8	5.9	
Confl. Peds. (#/hr)		1	1		1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1330	0	0	1721	0	590
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1330	0	0	1721	0	590
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	11	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 70.8% ICU Level of Service C
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.







						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		
Traffic Volume (vph)	1332	396	0	2005	0	0
Future Volume (vph)	1332	396	0	2005	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	0.86	1.00	1.00
Flt	0.966					
Flt Protected						
Satd. Flow (prot)	4807	0	0	6471	0	0
Flt Permitted						
Satd. Flow (perm)	4807	0	0	6471	0	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	225			204	220	
Travel Time (s)	3.1			2.8	5.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	1586	471	0	2387	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2057	0	0	2387	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	6			6	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 37.9% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 43: Meadowbrook Pkwy NB On Ramp & Hempstead Tpke










FB B Saturday Midday peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↑↑↑			
Traffic Volume (veh/h)	1332	396	0	2005	0	0	
Future Volume (Veh/h)	1332	396	0	2005	0	0	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.92	0.92	
Hourly flow rate (vph)	1586	471	0	2387	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)				858			
pX, platoon unblocked							
vC, conflicting volume			2057		2418	764	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			2057		2418	764	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	100	
cM capacity (veh/h)			276		27	346	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	634	634	788	597	597	597	597
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	471	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.37	0.37	0.46	0.35	0.35	0.35	0.35
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							
Approach Delay (s)	0.0			0.0			
Approach LOS							
Intersection Summary							
Average Delay			0.0				
Intersection Capacity Utilization			37.9%		ICU Level of Service		A
Analysis Period (min)			15				

Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Lane Configurations	↑↑↑	↘		↗	↑↑↑		↘		↗
Traffic Volume (vph)	1472	62	71	429	1675	10	503	20	8
Future Volume (vph)	1472	62	71	429	1675	10	503	20	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	11	12
Storage Length (ft)		55		150		0	205		0
Storage Lanes		1		2		0	1		1
Taper Length (ft)				85					
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.91	0.88	1.00	1.00
Ped Bike Factor		0.97		1.00	1.00				0.99
Frt		0.850			0.999		0.850		0.865
Flt Protected				0.950					
Satd. Flow (prot)	4964	1561	0	3152	4959	0	2721	0	1644
Flt Permitted				0.950					
Satd. Flow (perm)	4964	1518	0	3149	4959	0	2721	0	1620
Right Turn on Red			No			Yes		No	Yes
Satd. Flow (RTOR)					1				31
Link Speed (mph)	40				40				
Link Distance (ft)	625				576				
Travel Time (s)	10.7				9.8				
Confl. Peds. (#/hr)		4		4		2			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	0%	0%	0%	1%	0%	1%	0%	0%
Adj. Flow (vph)	1502	63	72	438	1709	10	513	20	8
Shared Lane Traffic (%)									
Lane Group Flow (vph)	1502	135	0	438	1719	0	533	0	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	Right	R NA
Median Width(ft)	18				18				
Link Offset(ft)	0				0				
Crosswalk Width(ft)	16				16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9	9
Number of Detectors	0	0		2	0		2		0
Detector Template									
Leading Detector (ft)	0	0		50	0		50		0
Trailing Detector (ft)	0	0		0	0		0		0
Detector 1 Position(ft)	0	0		0	0		0		0
Detector 1 Size(ft)	0	0		20	0		20		0
Detector 1 Type				Cl+Ex			Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)				30			30		
Detector 2 Size(ft)				20			20		
Detector 2 Type				Cl+Ex			Cl+Ex		
Detector 2 Channel									

									
Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Detector 2 Extend (s)				0.0			0.0		
Turn Type	NA	Perm		Prot	NA		Over		Perm
Protected Phases	2			4	6		4		
Permitted Phases		2							4
Detector Phase	2	2		4	6		4		4
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	17.0		17.6		17.6
Total Split (s)	94.0	94.0		46.0	94.0		46.0		46.0
Total Split (%)	67.1%	67.1%		32.9%	67.1%		32.9%		32.9%
Maximum Green (s)	87.0	87.0		38.4	87.0		38.4		38.4
Yellow Time (s)	4.0	4.0		3.5	4.0		3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0		4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0		7.6		7.6
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		3.0	0.2		3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max		None		None
Walk Time (s)	7.0	7.0		7.0			7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0			31.0		31.0
Pedestrian Calls (#/hr)	1	1		0			0		0
Act Effct Green (s)	92.1	92.1		33.3	92.1		33.3		33.3
Actuated g/C Ratio	0.66	0.66		0.24	0.66		0.24		0.24
v/c Ratio	0.46	0.14		0.58	0.53		0.82		0.02
Control Delay	12.8	10.2		41.4	6.1		61.5		0.1
Queue Delay	0.1	0.0		0.0	0.3		0.0		0.0
Total Delay	12.9	10.2		41.4	6.3		61.5		0.1
LOS	B	B		D	A		E		A
Approach Delay	12.6				13.5				
Approach LOS	B				B				
Queue Length 50th (ft)	234	44		189	142		261		0
Queue Length 95th (ft)	294	79		m182	m130		323		0
Internal Link Dist (ft)	545				496				
Turn Bay Length (ft)		55		150			205		
Base Capacity (vph)	3264	998		864	3261		746		466
Starvation Cap Reductn	0	0		0	712		0		0
Spillback Cap Reductn	368	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0		0
Reduced v/c Ratio	0.52	0.14		0.51	0.67		0.71		0.02

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 81 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

44: Front St/Drwy & 4th St & Hempstead Tpke

05/23/2024

Intersection Signal Delay: 19.0

Intersection LOS: B

Intersection Capacity Utilization 61.3%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke















Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	437	1548	19	21	1523	213	99	157	8	190	83	440
Future Volume (vph)	437	1548	19	21	1523	213	99	157	8	190	83	440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99	1.00		1.00	0.98	0.97
Frt		0.998			0.982			0.992			0.896	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3120	4952	0	1745	4872	0	1745	1758	0	1745	1520	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3119	4952	0	1740	4872	0	1728	1758	0	1739	1520	1430
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	3		14	14		3	13		4	4		13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	465	1647	20	22	1620	227	105	167	9	202	88	468
Shared Lane Traffic (%)												42%
Lane Group Flow (vph)	465	1667	0	22	1847	0	105	176	0	202	285	271
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB B Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	26.0		11.0	26.0		43.0	43.0		11.0	11.0	11.0
Total Split (s)	34.0	60.0		20.0	46.0		26.0	26.0		34.0	34.0	34.0
Total Split (%)	24.3%	42.9%		14.3%	32.9%		18.6%	18.6%		24.3%	24.3%	24.3%
Maximum Green (s)	28.0	54.0		14.0	40.0		20.0	20.0		28.0	28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		4			1		5	5		1	1	
Act Effct Green (s)	24.5	64.6		10.4	46.1		17.2	17.2		28.2	28.2	52.7
Actuated g/C Ratio	0.18	0.46		0.07	0.33		0.12	0.12		0.20	0.20	0.38
v/c Ratio	0.85	0.73		0.17	1.15		0.49	0.81		0.58	0.93	0.50
Control Delay	65.9	28.1		82.0	125.6		64.6	87.0		57.7	91.1	32.3
Queue Delay	0.0	0.2		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	65.9	28.3		82.0	125.6		64.6	87.0		57.7	91.1	32.3
LOS	E	C		F	F		E	F		E	F	C
Approach Delay		36.5			125.1			78.7			61.2	
Approach LOS		D			F			E			E	
Queue Length 50th (ft)	170	538		18	~737		90	157		166	267	177
Queue Length 95th (ft)	237	600		m42	#911		150	#250		255	#460	257
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	624	2283		174	1604		249	251		359	313	581
Starvation Cap Reductn	0	108		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.75	0.77		0.13	1.15		0.42	0.70		0.56	0.91	0.47

Intersection Summary

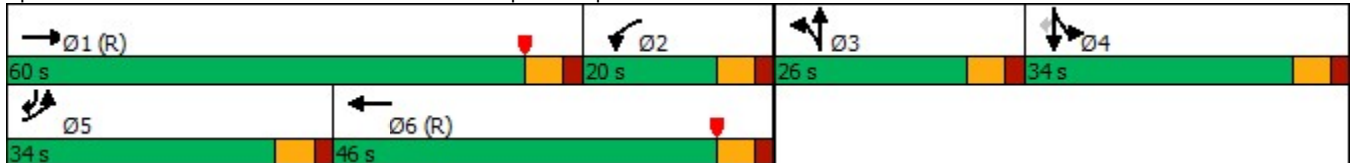
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 45 (32%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.15

Intersection Signal Delay: 75.4
Intersection Capacity Utilization 92.2%
Analysis Period (min) 15

Intersection LOS: E
ICU Level of Service F

































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

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB B Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (vph)	311	1311	140	247	1393	156	283	388	187	309	323	198
Future Volume (vph)	311	1311	140	247	1393	156	283	388	187	309	323	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00				1.00		1.00		0.98	1.00		0.98
Frt		0.986			0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4900	0	3152	4881	0	3268	3455	1546	3268	3455	1425
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3234	4900	0	3152	4881	0	3254	3455	1514	3253	3455	1398
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	5					5	6		7	7		6
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	1%	1%	0%	1%	2%
Adj. Flow (vph)	324	1366	146	257	1451	163	295	404	195	322	336	206
Shared Lane Traffic (%)												
Lane Group Flow (vph)	324	1512	0	257	1614	0	295	404	195	322	336	206
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB B Saturday Midday peak hour
05/23/2024



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	26.0	50.0		26.0	50.0		26.0	38.0	26.0	26.0	38.0	26.0
Total Split (%)	18.6%	35.7%		18.6%	35.7%		18.6%	27.1%	18.6%	18.6%	27.1%	18.6%
Maximum Green (s)	19.0	42.0		19.0	42.0		19.0	30.0	19.0	19.0	30.0	19.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		2			2			0			2	
Act Effct Green (s)	17.4	55.7		15.5	53.7		19.4	20.8	37.2	18.1	19.4	37.9
Actuated g/C Ratio	0.12	0.40		0.11	0.38		0.14	0.15	0.27	0.13	0.14	0.27
v/c Ratio	0.80	0.78		0.74	0.86		0.65	0.79	0.48	0.76	0.70	0.54
Control Delay	75.1	41.3		73.1	46.2		64.3	68.8	27.8	70.9	64.9	28.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.1	41.3		73.1	46.2		64.3	68.8	27.8	70.9	64.9	28.9
LOS	E	D		E	D		E	E	C	E	E	C
Approach Delay		47.3			49.9			58.4			58.6	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	148	436		118	498		131	189	100	148	157	103
Queue Length 95th (ft)	202	#634		163	#707		184	238	121	193	191	131
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	445	1949		427	1873		470	740	445	467	740	400
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.78		0.60	0.86		0.63	0.55	0.44	0.69	0.45	0.52

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 51.8
 Intersection Capacity Utilization 88.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke

 Ø1 26 s	 Ø2 (R) 50 s	 Ø4 38 s	 Ø3 26 s
 Ø5 26 s	 Ø6 (R) 50 s	 Ø8 38 s	 Ø7 26 s

	↑	↖	↙	↓	↘	↗	Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations	↑↑		↖↙	↑↑		↗↘	
Traffic Volume (vph)	438	51	426	560	0	335	
Future Volume (vph)	438	51	426	560	0	335	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor	1.00		1.00				
Frt	0.984					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3302	0	3204	3303	0	2814	
Flt Permitted			0.950				
Satd. Flow (perm)	3302	0	3198	3303	0	2814	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						79	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)		4	4		3		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	4%	2%	2%	2%	0%	1%	
Adj. Flow (vph)	452	53	439	577	0	345	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	505	0	439	577	0	345	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	1						0
Act Effct Green (s)	20.1		45.9	19.8		45.9	
Actuated g/C Ratio	0.26		0.59	0.25		0.59	
v/c Ratio	0.59		0.23	0.69		0.20	
Control Delay	29.7		7.9	30.7		5.8	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	29.7		7.9	30.7		5.8	
LOS	C		A	C		A	
Approach Delay	29.7			20.8	5.8		
Approach LOS	C			C	A		
Queue Length 50th (ft)	111		47	133		30	
Queue Length 95th (ft)	183		68	184		49	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	849		2297	1487		2039	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.59		0.19	0.39		0.17	













Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 78
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 20.5
 Intersection Capacity Utilization 38.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 47: Merrick Ave & Bellmore Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	191	31	138	148	43	41	449	155	53	443	146
Future Volume (vph)	124	191	31	138	148	43	41	449	155	53	443	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00			1.00			0.99			1.00	
Frt		0.979			0.966			0.962			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3320	0	1668	3165	0	1745	3325	0	1711	3244	0
Flt Permitted	0.624			0.605			0.345			0.334		
Satd. Flow (perm)	1045	3320	0	1062	3165	0	634	3325	0	601	3244	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			46			70			65	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)	1					1			1	1		
Confl. Bikes (#/hr)			2			1			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	7%	1%	8%	0%	0%	4%	2%	2%	4%	1%
Adj. Flow (vph)	132	203	33	147	157	46	44	478	165	56	471	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	236	0	147	203	0	44	643	0	56	626	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0	20.0	
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0	36.0	
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%	45.6%	
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0	6.0	
Lead/Lag				Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2	0.2	
Recall Mode	Max	Max		None			Max	Max		Max	Max	
Walk Time (s)	8.0	8.0					1.0	1.0		1.0	1.0	
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)	0	0					0	0		0	0	
Act Effct Green (s)	26.0	26.0		35.3	39.3		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.33	0.33		0.45	0.50		0.38	0.38		0.38	0.38	
v/c Ratio	0.39	0.21		0.28	0.13		0.18	0.49		0.25	0.49	
Control Delay	25.2	18.3		12.6	8.4		19.8	18.5		21.3	18.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.2	18.3		12.6	8.4		19.8	18.5		21.3	18.6	
LOS	C	B		B	A		B	B		C	B	
Approach Delay		20.8			10.2			18.6			18.8	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	50	39		38	20		14	110		19	108	
Queue Length 95th (ft)	103	69		70	37		40	167		50	164	
Internal Link Dist (ft)		194			404			460			243	
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	342	1104		581	1559		239	1302		227	1268	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.21		0.25	0.13		0.18	0.49		0.25	0.49	

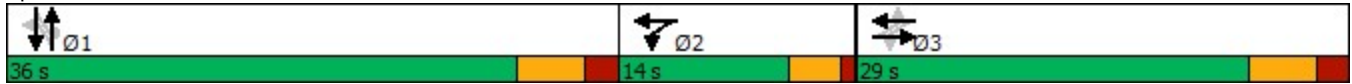
Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 79.3
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.49

Intersection Signal Delay: 17.6
Intersection Capacity Utilization 68.4%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd



Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	50	227	168	30	89	207	213	48	59	217	604	187
Future Volume (vph)	50	227	168	30	89	207	213	48	59	217	604	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99				0.99	1.00			1.00	1.00	
Frt		0.930					0.972				0.965	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1685	3147	0	0	0	1620	3277	0	0	1652	3282	0
Flt Permitted	0.583					0.385				0.315		
Satd. Flow (perm)	1033	3147	0	0	0	653	3277	0	0	547	3282	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	1		3	3	3	3		1		1		1
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	9%	1%	0%	1%	0%	4%	0%	2%	2%	3%	0%
Adj. Flow (vph)	53	239	177	32	94	218	224	51	62	228	636	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	448	0	0	0	312	275	0	0	290	833	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	3 4		1	1	1 2	
Permitted Phases	4				3 4	3 4			1 2	1 2		

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	42	275	195	32
Future Volume (vph)	42	275	195	32
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Frt		0.932		
Flt Protected	0.950			
Satd. Flow (prot)	1685	3153	0	0
Flt Permitted	0.338			
Satd. Flow (perm)	599	3153	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	1		1	1
Confl. Bikes (#/hr)			1	1
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	3%
Adj. Flow (vph)	44	289	205	34
Shared Lane Traffic (%)				
Lane Group Flow (vph)	44	528	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			

Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Detector Phase	4	4			3	3	3 4		1	1	1 2	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	17.7	17.7				35.4	40.6			34.7	39.8	
Actuated g/C Ratio	0.19	0.19				0.39	0.45			0.38	0.44	
v/c Ratio	0.26	0.73				0.74	0.19			0.78	0.58	
Control Delay	37.0	42.8				30.5	16.0			36.6	21.9	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	37.0	42.8				30.5	16.0			36.6	21.9	
LOS	D	D				C	B			D	C	
Approach Delay		42.2					23.7				25.7	
Approach LOS		D					C				C	
Queue Length 50th (ft)	24	117				105	42			105	176	
Queue Length 95th (ft)	74	232				#253	100			#264	307	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	353	1077				501	1918			372	1439	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.15	0.42				0.62	0.14			0.78	0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 90.8
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 32.1
 Intersection Capacity Utilization 106.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service G

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





















Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave















Lane Group	SBL	SBT	SBR	SBR2
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	1	1		
Act Effct Green (s)	19.1	19.1		
Actuated g/C Ratio	0.21	0.21		
v/c Ratio	0.35	0.80		
Control Delay	40.8	44.5		
Queue Delay	0.0	0.0		
Total Delay	40.8	44.5		
LOS	D	D		
Approach Delay		44.2		
Approach LOS		D		
Queue Length 50th (ft)	21	146		
Queue Length 95th (ft)	61	244		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	126	663		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.35	0.80		
Intersection Summary				

Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

FB B Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	523	71	112	465	143	104	380	55	171	388	77
Future Volume (vph)	148	523	71	112	465	143	104	380	55	171	388	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99		0.99	1.00		0.99	0.99	
Frt		0.982			0.965			0.981			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	3292	0	1652	3249	0	1668	1795	0	1668	1813	0
Flt Permitted	0.260			0.329			0.246			0.193		
Satd. Flow (perm)	449	3292	0	567	3249	0	430	1795	0	337	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			44			8			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	10		11	11		10	14		16	16		14
Confl. Bikes (#/hr)			1			3			6			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	4%	0%	2%	3%	1%	1%	3%	6%	1%	2%	0%
Adj. Flow (vph)	151	534	72	114	474	146	106	388	56	174	396	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	606	0	114	620	0	106	444	0	174	475	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

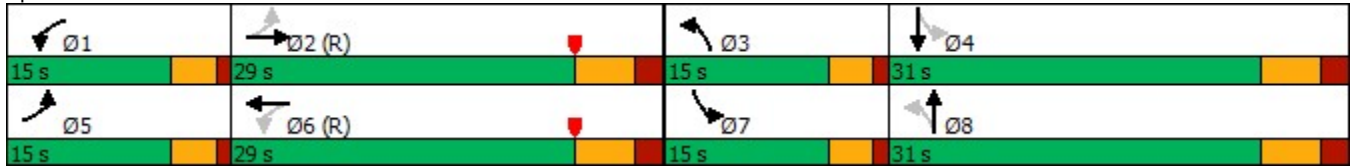
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	14.0		7.0	14.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		5			5			4			3	
Act Effct Green (s)	38.7	28.8		36.3	26.1		35.0	25.2		39.1	28.9	
Actuated g/C Ratio	0.43	0.32		0.40	0.29		0.39	0.28		0.43	0.32	
v/c Ratio	0.48	0.57		0.35	0.64		0.39	0.87		0.60	0.81	
Control Delay	21.0	29.3		18.6	30.5		18.1	49.8		23.9	40.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.0	29.3		18.6	30.5		18.1	49.8		23.9	40.5	
LOS	C	C		B	C		B	D		C	D	
Approach Delay		27.7			28.6			43.7			36.1	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	53	160		39	160		31	223		54	232	
Queue Length 95th (ft)	90	221		71	218		63	#411		98	#443	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	344	1067		377	992		333	526		312	589	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.57		0.30	0.63		0.32	0.84		0.56	0.81	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 33.2
 Intersection Capacity Utilization 75.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave















Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	680	66	32	623	325	88	254	30	288	266	32
Future Volume (vph)	19	680	66	32	623	325	88	254	30	288	266	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.96		1.00				
Frt		0.987				0.850		0.984			0.984	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3332	0	1745	3421	1463	1604	1805	0	1636	1791	0
Flt Permitted		0.927		0.195			0.570			0.297		
Satd. Flow (perm)	0	3092	0	358	3421	1403	963	1805	0	511	1791	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		11						6			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	14		5	5		14						
Confl. Bikes (#/hr)			2						1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	3%	2%	0%	2%	3%	5%	0%	0%	3%	1%	0%
Adj. Flow (vph)	20	716	69	34	656	342	93	267	32	303	280	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	805	0	34	656	342	93	299	0	303	314	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

FB B Saturday Midday peak hour
05/23/2024

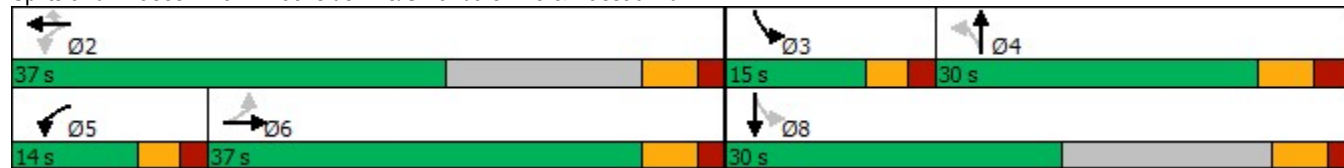
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	0	0			1	1						
Act Effct Green (s)		31.5		39.3	38.3	38.3	18.0	18.0		35.3	34.3	
Actuated g/C Ratio		0.37		0.46	0.45	0.45	0.21	0.21		0.42	0.40	
v/c Ratio		0.70		0.12	0.42	0.54	0.46	0.77		0.87	0.43	
Control Delay		28.3		14.2	17.0	21.2	38.1	45.6		47.9	20.7	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		28.3		14.2	17.0	21.2	38.1	45.6		47.9	20.7	
LOS		C		B	B	C	D	D		D	C	
Approach Delay		28.3			18.3			43.8			34.0	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		208		10	123	131	46	157		123	125	
Queue Length 95th (ft)		304		27	178	225	96	254		#281	203	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1155		315	1844	756	265	501		347	841	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.70		0.11	0.36	0.45	0.35	0.60		0.87	0.37	

Intersection Summary








Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 84.8
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 28.0
 Intersection Capacity Utilization 82.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

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

Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	624	1251	983	169	7	81	510
Future Volume (vph)	624	1251	983	169	7	81	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Ped Bike Factor	1.00		1.00				
Frt			0.978			0.888	0.850
Flt Protected	0.950					0.987	
Satd. Flow (prot)	1668	4841	4846	0	0	3093	1407
Flt Permitted	0.160					0.987	
Satd. Flow (perm)	281	4841	4846	0	0	3093	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			32			269	6
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Confl. Peds. (#/hr)	1			1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%	1%
Adj. Flow (vph)	657	1317	1035	178	7	85	537
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	657	1317	1213	0	0	361	268
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2

							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Permitted Phases	1 2				3		3
Detector Phase	2	1 2	1		3	3	2
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	76.0	82.0	47.4			11.0	45.6
Actuated g/C Ratio	0.72	0.78	0.45			0.10	0.43
v/c Ratio	1.13	0.35	0.55			0.64	0.44
Control Delay	108.3	3.8	21.3			17.8	23.6
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	108.3	3.8	21.3			17.8	23.6
LOS	F	A	C			B	C
Approach Delay		38.6	21.3			20.3	
Approach LOS		D	C			C	
Queue Length 50th (ft)	~417	73	203			30	132
Queue Length 95th (ft)	#701	111	239			73	218
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	581	3780	2206			1264	614
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	1.13	0.35	0.55			0.29	0.44

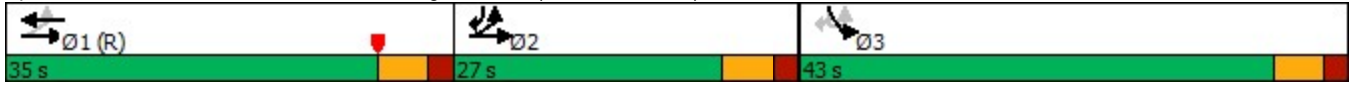
Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 30.1
 Intersection Capacity Utilization 80.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

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

Queue shown is maximum after two cycles.

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	30	2053	623	35	395	1855	112	491	50	665	184
Future Volume (vph)	7	30	2053	623	35	395	1855	112	491	50	665	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00		0.98		1.00	1.00			0.99	0.98	1.00
Frt				0.850			0.991			0.889	0.850	
Flt Protected		0.950				0.950			0.950	0.994		0.950
Satd. Flow (prot)	0	1685	4964	1605	0	3385	6137	0	3113	1422	1534	1754
Flt Permitted		0.950				0.950			0.950	0.994		0.950
Satd. Flow (perm)	0	1684	4964	1578	0	3384	6137	0	3113	1422	1511	1749
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				224			8			91	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		2		3		3		2			5	5
Confl. Bikes (#/hr)				4								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	4%	0%	0%	2%	0%	2%	0%	0%	1%
Adj. Flow (vph)	7	32	2161	656	37	416	1953	118	517	53	700	194
Shared Lane Traffic (%)									10%		43%	36%
Lane Group Flow (vph)	0	39	2161	656	0	453	2071	0	465	406	399	124
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↙	↙
Traffic Volume (vph)	54	80
Future Volume (vph)	54	80
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.973	
Satd. Flow (prot)	1688	1615
Flt Permitted	0.973	
Satd. Flow (perm)	1686	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	57	84
Shared Lane Traffic (%)		
Lane Group Flow (vph)	127	84
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	1			2		1	1		
Act Effct Green (s)		9.3	50.8	97.2		23.5	65.0		46.3	46.3	75.9	15.3
Actuated g/C Ratio		0.06	0.32	0.61		0.15	0.41		0.29	0.29	0.47	0.10
v/c Ratio		0.40	1.37	0.62		0.91	0.83		0.52	0.85	0.53	0.74
Control Delay		95.4	205.4	6.1		90.1	46.3		50.0	59.1	27.7	95.5
Queue Delay		0.0	0.0	0.0		0.0	0.1		0.0	0.0	0.0	0.0
Total Delay		95.4	205.4	6.1		90.1	46.4		50.0	59.1	27.7	95.5
LOS		F	F	A		F	D		D	E	C	F
Approach Delay			158.2				54.3			45.9		
Approach LOS			F				D			D		
Queue Length 50th (ft)		43	~1114	144		243	560		225	377	258	134
Queue Length 95th (ft)		m53	m#1108	m221		#338	631		287	#597	370	#233
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	1576	1054		507	2499		901	476	752	175
Starvation Cap Reductn		0	0	11		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	47		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.15	1.37	0.63		0.89	0.84		0.52	0.85	0.53	0.71

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated







Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	15.3	24.6
Actuated g/C Ratio	0.10	0.15
v/c Ratio	0.79	0.34
Control Delay	102.0	34.1
Queue Delay	0.0	0.0
Total Delay	102.0	34.1
LOS	F	C
Approach Delay	82.5	
Approach LOS	F	
Queue Length 50th (ft)	138	44
Queue Length 95th (ft)	#250	72
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	168	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.76	0.21
Intersection Summary		

Maximum v/c Ratio: 1.37
 Intersection Signal Delay: 96.6
 Intersection Capacity Utilization 108.3%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service G

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













Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

Lanes, Volumes, Timings
 54: Salisbury Park Dr/School St & Old Country Rd

FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	1229	427	26	1142	90	278	99	21	96	100	116
Future Volume (vph)	137	1229	427	26	1142	90	278	99	21	96	100	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.99		1.00			1.00		1.00	0.99	
Frt			0.850		0.989			0.974			0.919	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3622	1599	1685	3468	0	3236	1722	0	1770	1627	0
Flt Permitted	0.077			0.120			0.950			0.950		
Satd. Flow (perm)	139	3622	1575	213	3468	0	3236	1722	0	1764	1627	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			266		6			7				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)	1					1			2	2		
Confl. Bikes (#/hr)			4			1			2			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	3%	1%	0%	3%	0%	1%	0%	0%	2%	3%	3%
Adj. Flow (vph)	144	1294	449	27	1202	95	293	104	22	101	105	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	1294	449	27	1297	0	293	126	0	101	227	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20				20
Link Offset(ft)		0			0			0				-12
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	81.6	73.5	73.5	72.4	64.8		18.4	18.4		24.0	24.0	
Actuated g/C Ratio	0.58	0.52	0.52	0.52	0.46		0.13	0.13		0.17	0.17	
v/c Ratio	0.71	0.68	0.47	0.16	0.81		0.69	0.54		0.33	0.81	
Control Delay	42.1	29.6	11.5	18.0	38.7		66.5	61.8		52.7	77.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	42.1	29.6	11.5	18.0	38.7		66.5	61.8		52.7	77.6	
LOS	D	C	B	B	D		E	E		D	E	
Approach Delay		26.2			38.2			65.1			69.9	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	60	471	99	10	518		134	103		81	200	
Queue Length 95th (ft)	145	657	226	29	#828		176	165		134	288	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	235	1901	953	257	1608		785	423		366	337	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.61	0.68	0.47	0.11	0.81		0.37	0.30		0.28	0.67	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 13 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 38.0

Intersection LOS: D

Intersection Capacity Utilization 80.7%







ICU Level of Service D












Analysis Period (min) 15







95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

 Ø1 17 s	 Ø2 (R) 48 s	 Ø4 35 s	 Ø8 40 s
 Ø5 17 s	 Ø6 (R) 48 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	279	352	213	1096	918	195
Future Volume (vph)	279	352	213	1096	918	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.974	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1787	3505	3385	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1599	374	3505	3385	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		7			32	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	3%	4%	2%
Adj. Flow (vph)	291	367	222	1142	956	203
Shared Lane Traffic (%)						
Lane Group Flow (vph)	291	367	222	1142	1159	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

Lane Group	 EBL	 EBR	 NBL	 NBT	 SBT	 SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	15.7	34.3	36.7	38.7	20.1	
Actuated g/C Ratio	0.24	0.52	0.55	0.58	0.30	
v/c Ratio	0.37	0.44	0.43	0.56	1.11	
Control Delay	22.2	11.6	10.6	10.8	87.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.2	11.6	10.6	10.8	87.3	
LOS	C	B	B	B	F	
Approach Delay	16.3			10.7	87.3	
Approach LOS	B			B	F	
Queue Length 50th (ft)	51	84	35	135	~291	
Queue Length 95th (ft)	80	140	90	243	#477	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1269	822	530	1998	1047	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.45	0.42	0.57	1.11	

Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 66.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 39.8
 Intersection Capacity Utilization 64.7%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: D
 ICU Level of Service C












Queue shown is maximum after two cycles.







95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	25	13	1373	1124	27
Future Volume (vph)	25	25	13	1373	1124	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor	1.00		1.00		1.00	
Frt		0.850			0.996	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1805	5036	3483	0
Flt Permitted	0.950		0.163			
Satd. Flow (perm)	1734	1615	309	5036	3483	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		27			3	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)	1		11			11
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	0%	3%	3%	8%
Adj. Flow (vph)	27	27	14	1461	1196	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	27	14	1461	1225	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	12	1	
Permitted Phases		3	12			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	4	4				
Act Effct Green (s)	10.4	10.4	35.9	44.9	24.6	
Actuated g/C Ratio	0.18	0.18	0.61	0.76	0.42	
v/c Ratio	0.09	0.09	0.03	0.38	0.84	
Control Delay	19.7	8.2	8.4	6.3	30.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.7	8.2	8.4	6.3	30.1	
LOS	B	A	A	A	C	
Approach Delay	13.9			6.3	30.1	
Approach LOS	B			A	C	
Queue Length 50th (ft)	10	0	1	70	208	
Queue Length 95th (ft)	24	15	12	216	#588	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	814	772	598	3922	1454	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.03	0.03	0.02	0.37	0.84	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 58.9
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 17.0
 Intersection Capacity Utilization 47.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

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

Splits and Phases: 56: Merrick Ave & Privado Rd



Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	786	221	218	746	45	213	97	135	32	179	43
Future Volume (vph)	27	786	221	218	746	45	213	97	135	32	179	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00			1.00				1.00	1.00
Frt			0.850			0.850		0.913			0.977	
Flt Protected	0.950			0.950			0.950				0.994	
Satd. Flow (prot)	1562	5036	1463	1652	5085	1478	1608	1539	0	0	1803	0
Flt Permitted	0.950			0.950			0.526				0.929	
Satd. Flow (perm)	1562	5036	1431	1650	5085	1478	890	1539	0	0	1685	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						120		95			14	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)			1	1			1					1
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	3%	2%	2%	2%	1%	2%	1%	3%	2%	2%
Adj. Flow (vph)	28	810	228	225	769	46	220	100	139	33	185	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	810	228	225	769	46	220	239	0	0	262	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	26.0	26.0	20.0	35.0	35.0	34.0	34.0		34.0	34.0	
Total Split (%)	13.8%	32.5%	32.5%	25.0%	43.8%	43.8%	42.5%	42.5%		42.5%	42.5%	
Maximum Green (s)	6.0	18.6	18.6	15.0	27.6	27.6	27.2	27.2		27.2	27.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.5	24.8	24.8	13.5	39.0	39.0	22.4	22.4				22.4
Actuated g/C Ratio	0.07	0.31	0.31	0.17	0.49	0.49	0.28	0.28				0.28
v/c Ratio	0.26	0.52	0.51	0.81	0.31	0.06	0.88	0.48				0.54
Control Delay	41.4	25.8	30.8	54.4	15.0	0.1	61.4	16.3				26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	41.4	25.8	30.8	54.4	15.0	0.1	61.4	16.3				26.5
LOS	D	C	C	D	B	A	E	B				C
Approach Delay		27.2			22.8			37.9				26.5
Approach LOS		C			C			D				C
Queue Length 50th (ft)	14	128	99	107	74	0	101	55				101
Queue Length 95th (ft)	38	178	#200	#208	141	0	#206	112				162
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	117	1563	444	309	2477	781	302	585				582
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.24	0.52	0.51	0.73	0.31	0.06	0.73	0.41				0.45

Intersection Summary

Area Type: Other






















Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 35 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 27.3
 Intersection Capacity Utilization 76.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke



Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

FB B Saturday Midday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	95	22	50	60	183	13	610	52	155	604	13
Future Volume (vph)	27	95	22	50	60	183	13	610	52	155	604	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.98	0.99	1.00		1.00	1.00	
Frt		0.979				0.850		0.988			0.997	
Flt Protected		0.991			0.978		0.950			0.950		
Satd. Flow (prot)	0	1815	0	0	1746	1599	1624	3374	0	1624	3261	0
Flt Permitted		0.916			0.825		0.384			0.331		
Satd. Flow (perm)	0	1678	0	0	1471	1573	653	3374	0	566	3261	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				197		13			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	1		3	3		1	9		1	1		9
Confl. Bikes (#/hr)						5			1			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	4%	2%	1%	0%	2%	2%	0%	3%	0%
Adj. Flow (vph)	29	102	24	54	65	197	14	656	56	167	649	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	0	0	119	197	14	712	0	167	663	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	27.5	27.5		27.5	27.5	27.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	3	3		3	3	3						
Act Effct Green (s)		11.2			11.2	11.2	20.6	20.6		27.2	28.7	
Actuated g/C Ratio		0.22			0.22	0.22	0.40	0.40		0.53	0.56	
v/c Ratio		0.41			0.37	0.40	0.05	0.52		0.39	0.36	
Control Delay		19.7			21.2	5.8	14.6	15.3		8.9	7.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		19.7			21.2	5.8	14.6	15.3		8.9	7.5	
LOS		B			C	A	B	B		A	A	
Approach Delay		19.7			11.6			15.3			7.8	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		37			31	0	2	75		16	41	
Queue Length 95th (ft)		83			72	39	16	190		63	117	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		784			680	833	262	1365		538	1826	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.20			0.17	0.24	0.05	0.52		0.31	0.36	

Intersection Summary










Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 51.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52

Intersection Signal Delay: 12.0
Intersection Capacity Utilization 62.5%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	148	141	59	174	129
Future Volume (vph)	7	148	141	59	174	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.871		0.960			
Flt Protected	0.998					0.972
Satd. Flow (prot)	1652	0	1965	0	0	1889
Flt Permitted	0.998					0.972
Satd. Flow (perm)	1652	0	1965	0	0	1889
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)		1				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	3%	0%	1%	1%
Adj. Flow (vph)	8	168	160	67	198	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	0	227	0	0	345
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 47.2% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 59: Main St & Meadow St













FB B Saturday Midday peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	148	141	59	174	129
Future Volume (Veh/h)	7	148	141	59	174	129
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	8	168	160	67	198	147
Pedestrians						1
Lane Width (ft)						13.0
Walking Speed (ft/s)						3.5
Percent Blockage						0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.94					
vC, conflicting volume	736	194			227	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	689	194			227	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	80			85	
cM capacity (veh/h)	333	851			1347	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	176	227	345			
Volume Left	8	0	198			
Volume Right	168	67	0			
cSH	795	1700	1347			
Volume to Capacity	0.22	0.13	0.15			
Queue Length 95th (ft)	21	0	13			
Control Delay (s)	10.8	0.0	5.2			
Lane LOS	B		A			
Approach Delay (s)	10.8	0.0	5.2			
Approach LOS	B					
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization			47.2%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	108	33	10	104	11	26	227	28	23	216	41
Future Volume (vph)	31	108	33	10	104	11	26	227	28	23	216	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00				0.98			0.98
Frt		0.974			0.988				0.850			0.850
Flt Protected		0.991			0.996			0.995			0.995	
Satd. Flow (prot)	0	1824	0	0	1853	0	0	1718	1615	0	1733	1463
Flt Permitted		0.905			0.958			0.946			0.950	
Satd. Flow (perm)	0	1666	0	0	1782	0	0	1634	1579	0	1655	1432
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		26							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	1		4	4		1						
Confl. Bikes (#/hr)			2						2			1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	9%	0%	3%	0%	0%	2%	3%
Adj. Flow (vph)	37	129	39	12	124	13	31	270	33	27	257	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	0	0	149	0	0	301	33	0	284	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

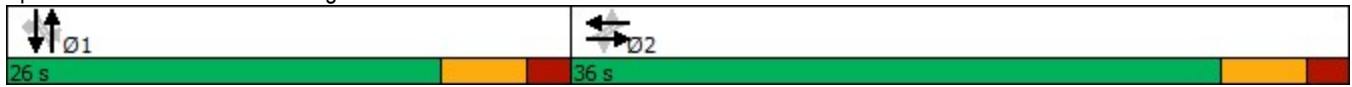
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		10.7			10.7			20.0	20.0		20.0	20.0
Actuated g/C Ratio		0.25			0.25			0.47	0.47		0.47	0.47
v/c Ratio		0.47			0.33			0.39	0.04		0.37	0.07
Control Delay		15.8			15.4			9.7	2.0		9.4	2.9
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		15.8			15.4			9.7	2.0		9.4	2.9
LOS		B			B			A	A		A	A
Approach Delay		15.8			15.4			8.9			8.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		36			29			41	0		38	0
Queue Length 95th (ft)		72			59			89	6		83	11
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1178			1251			765	767		775	698
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.17			0.12			0.39	0.04		0.37	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 42.7
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 11.1
 Intersection Capacity Utilization 59.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 60: Washington Ave & Meadow St



Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	37	58	17	35	17	60	884	17	8	609	56
Future Volume (vph)	73	37	58	17	35	17	60	884	17	8	609	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.953			0.967			0.997			0.988	
Flt Protected		0.979			0.988			0.997			0.999	
Satd. Flow (prot)	0	1721	0	0	1782	0	0	3482	0	0	3421	0
Flt Permitted		0.827			0.890			0.870			0.941	
Satd. Flow (perm)	0	1453	0	0	1604	0	0	3038	0	0	3222	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			17			4			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	1		6	6		1	1		3	3		1
Confl. Bikes (#/hr)									3			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	0%	2%	0%	3%	0%	4%	3%	0%	0%	4%	4%
Adj. Flow (vph)	74	38	59	17	36	17	61	902	17	8	621	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	171	0	0	70	0	0	980	0	0	686	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB B Saturday Midday peak hour
05/23/2024










Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		10.4			10.4			24.6			24.6	
Actuated g/C Ratio		0.24			0.24			0.57			0.57	
v/c Ratio		0.43			0.17			0.56			0.37	
Control Delay		12.6			10.8			11.6			8.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.6			10.8			11.6			8.4	
LOS		B			B			B			A	
Approach Delay		12.6			10.8			11.6			8.4	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		22			10			73			43	
Queue Length 95th (ft)		56			30			#240			123	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		814			876			1744			1856	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.21			0.08			0.56			0.37	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 42.9
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 10.5
 Intersection Capacity Utilization 77.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.











Splits and Phases: 61: Clinton St & Meadow St












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	6	46	23	6	46	18
Future Volume (vph)	6	46	23	6	46	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.881				0.962	
Flt Protected				0.962	0.965	
Satd. Flow (prot)	1674	0	0	1828	1881	0
Flt Permitted				0.962	0.965	
Satd. Flow (perm)	1674	0	0	1828	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)		2	2			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	7	52	26	7	52	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	33	72	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.6% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	6	46	23	6	46	18
Future Volume (Veh/h)	6	46	23	6	46	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	7	52	26	7	52	20
Pedestrians					2	
Lane Width (ft)					14.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			61		94	35
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			61		94	35
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		94	98
cM capacity (veh/h)			1552		893	1041
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	59	33	72			
Volume Left	0	26	52			
Volume Right	52	0	20			
cSH	1700	1552	930			
Volume to Capacity	0.03	0.02	0.08			
Queue Length 95th (ft)	0	1	6			
Control Delay (s)	0.0	5.8	9.2			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.8	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			18.6%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	231	308	56	58	4
Future Volume (vph)	3	231	308	56	58	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.979		0.992	
Flt Protected		0.999			0.955	
Satd. Flow (prot)	0	1898	1824	0	1800	0
Flt Permitted		0.999			0.955	
Satd. Flow (perm)	0	1898	1824	0	1800	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	4			4		2
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%
Adj. Flow (vph)	3	246	328	60	62	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	249	388	0	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 30.5% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	231	308	56	58	4
Future Volume (Veh/h)	3	231	308	56	58	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	3	246	328	60	62	4
Pedestrians		2			4	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	392				614	364
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	392				614	364
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				86	99
cM capacity (veh/h)	1173				456	682
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	249	388	66			
Volume Left	3	0	62			
Volume Right	0	60	4			
cSH	1173	1700	465			
Volume to Capacity	0.00	0.23	0.14			
Queue Length 95th (ft)	0	0	12			
Control Delay (s)	0.1	0.0	14.0			
Lane LOS	A		B			
Approach Delay (s)	0.1	0.0	14.0			
Approach LOS			B			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			30.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
64: Oak Street & Westbury Blvd/Meadow St













FB B Saturday Midday peak hour
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	204	93	38	39	150	19	14	38	245	11	9	152
Future Volume (vph)	204	93	38	39	150	19	14	38	245	11	9	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	10	11
Storage Length (ft)	55		0	0		0		85		95	135	
Storage Lanes	1		0	0		1		1		1	1	
Taper Length (ft)	25			0				110			85	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor								1.00				
Frt		0.956				0.850				0.850		
Flt Protected	0.950				0.990			0.950			0.950	
Satd. Flow (prot)	1745	1683	0	0	1793	1358	0	1649	3261	1561	1518	3231
Flt Permitted	0.634				0.913			0.652			0.483	
Satd. Flow (perm)	1164	1683	0	0	1653	1358	0	1130	3261	1561	772	3231
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		30				95				95		
Link Speed (mph)		40			40				30			30
Link Distance (ft)		1221			945				506			557
Travel Time (s)		20.8			16.1				11.5			12.7
Confl. Peds. (#/hr)								1				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	3%	1%	11%	0%	3%	7%	0%	11%	8%
Adj. Flow (vph)	213	97	40	41	156	20	15	40	255	11	9	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	137	0	0	197	20	0	55	255	11	9	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		11			0				10			10
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.09	1.04
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2	1	1	1	1	1	1	2
Detector Template				Left			Left					
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	160
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	94
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	154
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	215
Future Volume (vph)	215
Ideal Flow (vphpl)	1900
Lane Width (ft)	8
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1400
Flt Permitted	
Satd. Flow (perm)	1370
Right Turn on Red	Yes
Satd. Flow (RTOR)	224
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	224
Shared Lane Traffic (%)	
Lane Group Flow (vph)	224
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.20
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	
Leading Detector (ft)	160
Trailing Detector (ft)	154
Detector 1 Position(ft)	154
Detector 1 Size(ft)	6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
64: Oak Street & Westbury Blvd/Meadow St

FB B Saturday Midday peak hour
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4			4				2		1	6
Permitted Phases	4			4		4	2	2		2	6	
Detector Phase	4	4		4	4	4	2	2	2	2	1	6
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	17.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	22.5
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	30.5
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	40.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	25.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5		5.5	5.5	5.5	4.0	5.5
Lead/Lag							Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	4.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	Min
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	0	0		0	0	0						
Act Effct Green (s)	16.1	16.1			16.1	16.1		17.4	17.4	17.4	20.3	18.8
Actuated g/C Ratio	0.35	0.35			0.35	0.35		0.38	0.38	0.38	0.44	0.41
v/c Ratio	0.52	0.23			0.34	0.04		0.13	0.21	0.02	0.02	0.12
Control Delay	17.9	10.1			13.4	0.1		13.2	12.0	0.1	8.4	9.3
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	17.9	10.1			13.4	0.1		13.2	12.0	0.1	8.4	9.3
LOS	B	B			B	A		B	B	A	A	A
Approach Delay		14.8			12.2				11.8			5.9
Approach LOS		B			B				B			A
Queue Length 50th (ft)	40	18			34	0		8	19	0	1	11
Queue Length 95th (ft)	112	57			92	0		40	65	0	8	33
Internal Link Dist (ft)		1141			865				426			477
Turn Bay Length (ft)	55							85		95	135	
Base Capacity (vph)	644	946			916	794		626	1807	907	505	2794
Starvation Cap Reductn	0	0			0	0		0	0	0	0	0
Spillback Cap Reductn	0	0			0	0		0	0	0	0	0
Storage Cap Reductn	0	0			0	0		0	0	0	0	0
Reduced v/c Ratio	0.33	0.14			0.22	0.03		0.09	0.14	0.01	0.02	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 46.1
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 10.9
 Intersection LOS: B

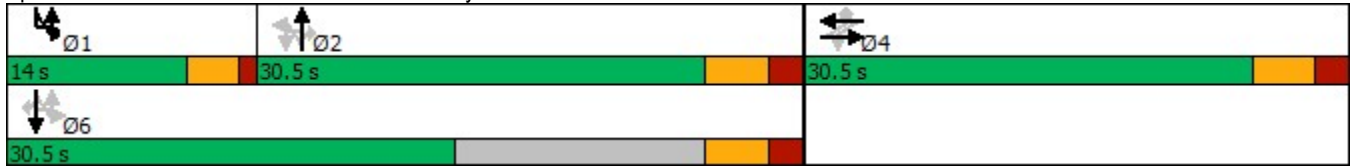
Lane Group	SBR
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	17.0
Minimum Split (s)	22.5
Total Split (s)	30.5
Total Split (%)	40.7%
Maximum Green (s)	25.0
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.5
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Recall Mode	Min
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	18.8
Actuated g/C Ratio	0.41
v/c Ratio	0.32
Control Delay	3.4
Queue Delay	0.0
Total Delay	3.4
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	34
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1215
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.18

Intersection Summary

Intersection Capacity Utilization 70.0%
 Analysis Period (min) 15

ICU Level of Service C

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB B Saturday Midday peak hour
 05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	36	8	14	1759	29	35	1722	29	13	18	6	35
Future Volume (vph)	36	8	14	1759	29	35	1722	29	13	18	6	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0	105		0				0
Storage Lanes			1		0	1		1				0
Taper Length (ft)			25			135						
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95	1.00
Ped Bike Factor			1.00	1.00		1.00	1.00		0.98	0.98	0.99	
Frt				0.998			0.997		0.850		0.877	
Flt Protected			0.950			0.950				0.950	0.998	
Satd. Flow (prot)	0	0	1805	5124	0	1805	4838	0	1389	1715	1522	0
Flt Permitted			0.950			0.950				0.730	0.983	
Satd. Flow (perm)	0	0	1800	5124	0	1803	4838	0	1367	1291	1498	0
Right Turn on Red					Yes				No			Yes
Satd. Flow (RTOR)				3							37	
Link Speed (mph)				40			40				30	
Link Distance (ft)				1206			488				252	
Travel Time (s)				20.6			8.3				5.7	
Confl. Peds. (#/hr)		7	7		7	7		7	7	16		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	3%
Adj. Flow (vph)	38	8	15	1852	31	37	1813	31	14	19	6	37
Shared Lane Traffic (%)									10%	10%		
Lane Group Flow (vph)	0	0	61	1883	0	37	1845	0	13	17	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	Left	Left	Right	Right	Left	Left	Right
Median Width(ft)				12			12				12	
Link Offset(ft)				0			0				0	
Crosswalk Width(ft)				16			16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	15		9	9	15		9
Number of Detectors	0	1	1	2		1	2		1	1	2	
Detector Template		Left	Left	Thru		Left	Thru		Right	Left	Thru	
Leading Detector (ft)	0	20	20	100		20	100		20	20	100	
Trailing Detector (ft)	0	0	0	0		0	0		0	0	0	
Detector 1 Position(ft)	0	0	0	0		0	0		0	0	0	
Detector 1 Size(ft)	0	20	20	6		20	6		20	20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94			94				94	
Detector 2 Size(ft)				6			6				6	
Detector 2 Type				Cl+Ex			Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)				0.0			0.0				0.0	

Lane Group	SBL	SBT	SBR
Lane Configurations		↔↔	
Traffic Volume (vph)	20	2	16
Future Volume (vph)	20	2	16
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	0		0
Storage Lanes	0		0
Taper Length (ft)	0		
Lane Util. Factor	0.95	0.95	0.95
Ped Bike Factor		0.98	
Frt		0.936	
Flt Protected		0.974	
Satd. Flow (prot)	0	3246	0
Flt Permitted		0.802	
Satd. Flow (perm)	0	2669	0
Right Turn on Red Satd. Flow (RTOR)			
Link Speed (mph)		30	
Link Distance (ft)		297	
Travel Time (s)		6.8	
Confl. Peds. (#/hr)	2		16
Peak Hour Factor	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%
Adj. Flow (vph)	21	2	17
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	40	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		12	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	
Detector Template	Left	Thru	
Leading Detector (ft)	20	100	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	

Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR
Turn Type	Prot	Prot	Prot	NA		Prot	NA		Perm	Perm	NA	
Protected Phases	5	5	5	2		1	6				4	
Permitted Phases									6	4		
Detector Phase	5	5	5	2		1	6		6	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	10.0		10.0	5.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	17.0		17.0	12.0	12.0	
Total Split (s)	22.0	22.0	22.0	86.0		22.0	86.0		86.0	32.0	32.0	
Total Split (%)	15.7%	15.7%	15.7%	61.4%		15.7%	61.4%		61.4%	22.9%	22.9%	
Maximum Green (s)	17.0	17.0	17.0	79.0		17.0	79.0		79.0	25.0	25.0	
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	5.0		5.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0		2.0	3.0	3.0	
Lost Time Adjust (s)			0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)			5.0	7.0		5.0	7.0		7.0	7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lag		Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	0.2		0.2	3.0	3.0	
Recall Mode	None	None	None	C-Max		None	C-Max		C-Max	None	None	
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			10.1	108.8		7.5	106.4		106.4	10.6	10.6	
Actuated g/C Ratio			0.07	0.78		0.05	0.76		0.76	0.08	0.08	
v/c Ratio			0.47	0.47		0.39	0.50		0.01	0.18	0.31	
Control Delay			64.6	19.7		74.8	10.1		8.7	60.6	26.1	
Queue Delay			0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay			64.6	19.7		74.8	10.1		8.7	60.6	26.1	
LOS			E	B		E	B		A	E	C	
Approach Delay				21.2			11.4					35.6
Approach LOS				C			B					D
Queue Length 50th (ft)			46	588		33	245		3	15	7	
Queue Length 95th (ft)			m65	637		71	470		17	37	44	
Internal Link Dist (ft)				1126			408					172
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			219	3984		219	3678		1039	230	297	
Starvation Cap Reductn			0	0		0	0		0	0	0	
Spillback Cap Reductn			0	0		0	0		0	0	0	
Storage Cap Reductn			0	0		0	0		0	0	0	
Reduced v/c Ratio			0.28	0.47		0.17	0.50		0.01	0.07	0.15	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 17.1
 Intersection LOS: B

	↙	↓	↘
Lane Group	SBL	SBT	SBR
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8		
Detector Phase	8	8	
Switch Phase			
Minimum Initial (s)	5.0	5.0	
Minimum Split (s)	39.0	39.0	
Total Split (s)	32.0	32.0	
Total Split (%)	22.9%	22.9%	
Maximum Green (s)	25.0	25.0	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	3.0	3.0	
Lost Time Adjust (s)		0.0	
Total Lost Time (s)		7.0	
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	
Recall Mode	None	None	
Walk Time (s)	7.0	7.0	
Flash Dont Walk (s)	25.0	25.0	
Pedestrian Calls (#/hr)	2	2	
Act Effct Green (s)		10.6	
Actuated g/C Ratio		0.08	
v/c Ratio		0.20	
Control Delay		59.7	
Queue Delay		0.0	
Total Delay		59.7	
LOS		E	
Approach Delay		59.7	
Approach LOS		E	
Queue Length 50th (ft)		18	
Queue Length 95th (ft)		34	
Internal Link Dist (ft)		217	
Turn Bay Length (ft)			
Base Capacity (vph)		476	
Starvation Cap Reductn		0	
Spillback Cap Reductn		0	
Storage Cap Reductn		0	
Reduced v/c Ratio		0.08	
Intersection Summary			

Intersection Capacity Utilization 70.2%







ICU Level of Service C

Analysis Period (min) 15

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







Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke



						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	748	0	0	983	0	496
Future Volume (vph)	748	0	0	983	0	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3438	0	0	5085	0	2760
Flt Permitted						
Satd. Flow (perm)	3438	0	0	5085	0	2760
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	2%	2%	2%	2%	3%
Adj. Flow (vph)	771	0	0	1013	0	511
Shared Lane Traffic (%)						
Lane Group Flow (vph)	771	0	0	1013	0	511
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 44.7% ICU Level of Service A
 Analysis Period (min) 15

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	748	0	0	983	0	496	
Future Volume (Veh/h)	748	0	0	983	0	496	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Hourly flow rate (vph)	771	0	0	1013	0	511	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	171						
pX, platoon unblocked			0.85		0.85	0.85	
vC, conflicting volume			771		1109	386	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			377		774	0	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	44	
cM capacity (veh/h)			1001		285	919	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	386	386	338	338	338	256	256
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	256	256
cSH	1700	1700	1700	1700	1700	919	919
Volume to Capacity	0.23	0.23	0.20	0.20	0.20	0.28	0.28
Queue Length 95th (ft)	0	0	0	0	0	29	29
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.4	10.4
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			10.4	
Approach LOS						B	
Intersection Summary							
Average Delay			2.3				
Intersection Capacity Utilization			44.7%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	203	494	0	585						
Future Volume (vph)	0	0	203	494	0	585						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.918	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3123	1427	0	3539						
Flt Permitted												
Satd. Flow (perm)	0	0	3123	1427	0	3539						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			313	312								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	0%	3%	0%	2%						
Adj. Flow (vph)	0	0	257	625	0	741						
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	570	312	0	741						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												



Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	14.0
Total Split (s)							26.0	41.0	33.0	26.0	41.0	33.0
Total Split (%)							26%	41%	33%	26%	41%	33%
Maximum Green (s)							21.0	35.0	27.0	21.0	35.0	27.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								0				0
Act Effct Green (s)			44.2	44.2								100.0
Actuated g/C Ratio			0.44	0.44								1.00
v/c Ratio			0.37	0.39								0.21
Control Delay			7.5	2.8								0.1
Queue Delay			0.0	0.0								0.0
Total Delay			7.5	2.8								0.1
LOS			A	A								A
Approach Delay			5.8									0.1
Approach LOS			A									A
Queue Length 50th (ft)			52	0								0
Queue Length 95th (ft)			53	21								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1603	823								3513
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			1	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.36	0.38								0.21

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 24.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd



										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Lane Configurations												
Traffic Volume (vph)	0	0	739	0	835	0	329	0	954			
Future Volume (vph)	0	0	739	0	835	0	329	0	954			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0		400		0	0	0	0			
Storage Lanes		0		1		0	2	0	4			
Taper Length (ft)				100		0		0				
Lane Util. Factor	1.00	1.00	0.97	1.00	0.91	1.00	0.88	1.00	0.64			
Frt							0.850		0.850			
Flt Protected			0.950									
Satd. Flow (prot)	0	0	3433	0	5136	0	2842	0	4014			
Flt Permitted			0.950									
Satd. Flow (perm)	0	0	3433	0	5136	0	2842	0	4014			
Right Turn on Red							Yes	Yes				
Satd. Flow (RTOR)							50					
Link Speed (mph)	30				50	30		50				
Link Distance (ft)	446				646	343		189				
Travel Time (s)	10.1				8.8	7.8		2.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	2%	2%	2%	0%	1%	2%	0%	2%	3%			
Adj. Flow (vph)	0	0	803	0	908	0	358	0	1037			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	803	0	908	0	358	0	1037			
Enter Blocked Intersection	No	No	Yes	Yes	Yes	No	No	No	Yes			
Lane Alignment	Left	Right	Left	Left	Left	Left	R NA	Left	Left			
Median Width(ft)	30				40	4		40				
Link Offset(ft)	0				0	0		0				
Crosswalk Width(ft)	16				16	16		16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		9	15	15		15	9	50	50			
Number of Detectors			1		2		1		1			
Detector Template			Left		Thru		Right		Right			
Leading Detector (ft)			20		100		20		20			
Trailing Detector (ft)			0		0		0		0			
Detector 1 Position(ft)			0		0		0		0			
Detector 1 Size(ft)			20		6		20		20			
Detector 1 Type			Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)			0.0		0.0		0.0		0.0			
Detector 1 Queue (s)			0.0		0.0		0.0		0.0			
Detector 1 Delay (s)			0.0		0.0		0.0		0.0			
Detector 2 Position(ft)					94							
Detector 2 Size(ft)					6							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type			Prot		NA		pt+ov		Prot			
Protected Phases			1 8		6 8		8 1		2	1	6	8

	→	↘	↙	←	←	↖	↗	↘	↗	Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Permitted Phases							8					
Detector Phase			1 8		6 8		8 1		2			
Switch Phase												
Minimum Initial (s)									5.0	5.0	5.0	5.0
Minimum Split (s)									28.0	11.0	22.5	22.5
Total Split (s)									29.0	13.0	42.0	23.0
Total Split (%)									44.6%	20%	65%	35%
Maximum Green (s)									23.0	7.0	36.0	17.0
Yellow Time (s)									4.0	4.0	4.0	4.0
All-Red Time (s)									2.0	2.0	2.0	2.0
Lost Time Adjust (s)									0.0			
Total Lost Time (s)									6.0			
Lead/Lag									Lag	Lead		
Lead-Lag Optimize?									Yes	Yes		
Vehicle Extension (s)									3.0	3.0	3.0	3.0
Recall Mode									Min	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									15.0			
Pedestrian Calls (#/hr)									0			
Act Effct Green (s)			29.8		62.2		29.8		20.4			
Actuated g/C Ratio			0.48		1.00		0.48		0.33			
v/c Ratio			0.49		0.18		0.26		0.79			
Control Delay			12.8		0.1		9.3		23.9			
Queue Delay			0.0		0.0		0.0		0.0			
Total Delay			12.8		0.1		9.3		23.9			
LOS			B		A		A		C			
Approach Delay					6.0	9.3		23.9				
Approach LOS					A	A		C				
Queue Length 50th (ft)			105		0		38		136			
Queue Length 95th (ft)			154		0		66		185			
Internal Link Dist (ft)	366				566	263		109				
Turn Bay Length (ft)			400									
Base Capacity (vph)			1588		4932		1341		1490			
Starvation Cap Reductn			0		0		0		0			
Spillback Cap Reductn			0		0		0		0			
Storage Cap Reductn			0		0		0		0			
Reduced v/c Ratio			0.51		0.18		0.27		0.70			







Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 62.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 12.4
 Intersection Capacity Utilization 47.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 360: Charles Lindbergh Blvd & Sands Ave












						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑
Traffic Volume (vph)	0	1353	0	0	0	1544
Future Volume (vph)	0	1353	0	0	0	1544
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Flt						0.850
Flt Protected						
Satd. Flow (prot)	0	6408	0	0	0	4093
Flt Permitted						
Satd. Flow (perm)	0	6408	0	0	0	4093
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.92	0.84	0.92	0.92	0.92	0.84
Heavy Vehicles (%)	0%	2%	0%	0%	0%	1%
Adj. Flow (vph)	0	1611	0	0	0	1838
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1611	0	0	0	1838
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 53.3% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	24	0	30	30	8	0
Future Volume (vph)	24	0	30	30	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.976		
Satd. Flow (prot)	1770	0	0	1818	1863	0
Flt Permitted	0.950			0.976		
Satd. Flow (perm)	1770	0	0	1818	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	0	33	33	9	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	66	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.9% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 400: James Doolittle Blvd & Parking F

FB B Saturday Midday peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	0	30	30	8	0
Future Volume (Veh/h)	24	0	30	30	8	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	0	33	33	9	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	108	9	9			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108	9	9			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	98			
cM capacity (veh/h)	871	1073	1611			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	26	66	9			
Volume Left	26	33	0			
Volume Right	0	0	0			
cSH	871	1611	1700			
Volume to Capacity	0.03	0.02	0.01			
Queue Length 95th (ft)	2	2	0			
Control Delay (s)	9.3	3.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.3	3.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			4.8			
Intersection Capacity Utilization			19.9%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	54	8	0
Future Volume (vph)	0	0	0	54	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	615			233	378	
Travel Time (s)	14.0			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	59	9	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	59	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd

FB B Saturday Midday peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	54	8	0
Future Volume (Veh/h)	0	0	0	54	8	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	59	9	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	68	9	9			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	68	9	9			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	937	1073	1611			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	59	9		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1611	1700		
Volume to Capacity	0.00	0.00	0.00	0.01		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	54	8	0
Future Volume (vph)	0	0	0	54	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	216	9	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	216	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 402: James Doolittle Blvd & Exist Hotel Access

FB B Saturday Midday peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	54	8	0
Future Volume (Veh/h)	0	0	0	54	8	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	216	9	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	225	9	9			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	225	9	9			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	763	1073	1611			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	216	9			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1611	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	54	8	0
Future Volume (vph)	0	0	0	54	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	281	
Travel Time (s)	3.3			9.4	6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	59	9	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	59	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 6.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 403: James Doolittle Blvd & Marriott Drwy










FB B Saturday Midday peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	54	8	0
Future Volume (Veh/h)	0	0	0	54	8	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	59	9	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	68	9	9			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	68	9	9			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	937	1073	1611			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	59	9			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1611	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	24	0	30	24	8	0
Future Volume (vph)	24	0	30	24	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.973		
Satd. Flow (prot)	1770	0	0	1812	1863	0
Flt Permitted	0.950			0.973		
Satd. Flow (perm)	1770	0	0	1812	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	295			281	198	
Travel Time (s)	6.7			6.4	4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	0	33	26	9	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	59	9	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.6% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	0	30	24	8	0
Future Volume (Veh/h)	24	0	30	24	8	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	0	33	26	9	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	101	9	9			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	101	9	9			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	98			
cM capacity (veh/h)	879	1073	1611			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	26	59	9			
Volume Left	26	33	0			
Volume Right	0	0	0			
cSH	879	1611	1700			
Volume to Capacity	0.03	0.02	0.01			
Queue Length 95th (ft)	2	2	0			
Control Delay (s)	9.2	4.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.2	4.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.1			
Intersection Capacity Utilization			19.6%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
406: Sands Ave

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	0	39	0	0	0	48	312	0	0	195	41
Future Volume (vph)	38	0	39	0	0	0	48	312	0	0	195	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850									0.974	
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1583	0	1863	1863	0	1770	3539	0	1863	3447	0
Flt Permitted							0.593					
Satd. Flow (perm)	1863	1583	0	1863	1863	0	1105	3539	0	1863	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		553									45	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			615			293			512	
Travel Time (s)		5.4			14.0			6.7			11.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	0	42	0	0	0	52	339	0	0	212	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	42	0	0	0	0	52	339	0	0	257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm			Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

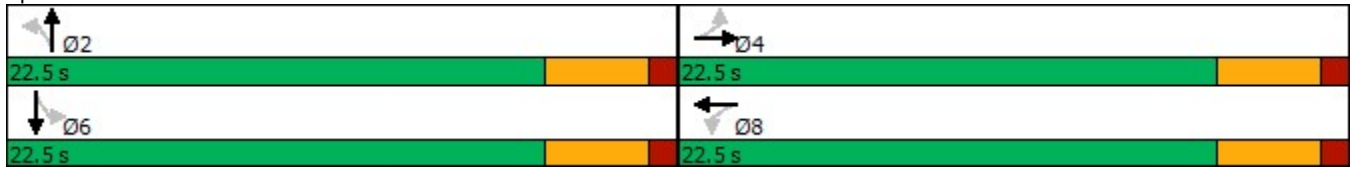
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	6.4	6.4					21.1	21.1				21.1
Actuated g/C Ratio	0.24	0.24					0.78	0.78				0.78
v/c Ratio	0.09	0.05					0.06	0.12				0.10
Control Delay	8.8	0.1					4.1	3.2				2.9
Queue Delay	0.0	0.0					0.0	0.0				0.0
Total Delay	8.8	0.1					4.1	3.2				2.9
LOS	A	A					A	A				A
Approach Delay		4.4						3.4				2.9
Approach LOS		A						A				A
Queue Length 50th (ft)	4	0					0	0				0
Queue Length 95th (ft)	13	0					13	26				17
Internal Link Dist (ft)		159			535			213				432
Turn Bay Length (ft)												
Base Capacity (vph)	1243	1240					934	2991				2920
Starvation Cap Reductn	0	0					0	0				0
Spillback Cap Reductn	0	0					0	0				0
Storage Cap Reductn	0	0					0	0				0
Reduced v/c Ratio	0.03	0.03					0.06	0.11				0.09













Intersection Summary







Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 27.1
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.12
 Intersection Signal Delay: 3.3
 Intersection Capacity Utilization 28.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	295	195	316	34	41	698
Future Volume (vph)	295	195	316	34	41	698
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	0			0
Storage Lanes	0	1	1			1
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850			0.867	0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1534	1504
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1534	1504
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		212			357	227
Link Speed (mph)	30			30	30	
Link Distance (ft)	347			454	230	
Travel Time (s)	7.9			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	321	212	343	37	45	759
Shared Lane Traffic (%)						47%
Lane Group Flow (vph)	321	212	343	37	402	402
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			4	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split	NA	NA	pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	24.5	24.5	24.5	22.5	
Total Split (%)	32.9%	35.0%	35.0%	35.0%	32.1%	
Maximum Green (s)	18.5	20.0	20.0	20.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	15.0	35.5	15.7	15.7	11.9	31.7
Actuated g/C Ratio	0.26	0.62	0.28	0.28	0.21	0.56
v/c Ratio	0.69	0.20	0.70	0.07	0.67	0.43
Control Delay	29.8	1.5	28.9	17.9	10.4	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	1.5	28.9	17.9	10.4	4.8
LOS	C	A	C	B	B	A
Approach Delay	18.5			27.8	7.6	
Approach LOS	B			C	A	
Queue Length 50th (ft)	104	0	111	10	14	30
Queue Length 95th (ft)	#214	21	216	32	92	78
Internal Link Dist (ft)	267			374	150	
Turn Bay Length (ft)	200					
Base Capacity (vph)	609	1197	658	693	751	1029
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.18	0.52	0.05	0.54	0.39












Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 57
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 15.5
 Intersection Capacity Utilization 61.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

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












Splits and Phases: 408: East Dr/Sands Ave & North Dr



						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	329	0	0	739
Future Volume (vph)	0	0	329	0	0	739
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	358	0	0	803
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	358	0	0	803
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 23.8% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	0	329	0	0	739
Future Volume (Veh/h)	0	0	329	0	0	739
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	358	0	0	803
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			343
pX, platoon unblocked						
vC, conflicting volume	760	179			358	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	760	179			358	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	342	833			1197	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	239	119	402	402	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.14	0.07	0.24	0.24	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			23.8%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
410: MSK Entrance/West Dr & MSK/Garage C

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	6	11	0	121	17	156	131	17	0	0
Future Volume (vph)	0	0	6	11	0	121	17	156	131	17	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.865			0.876			0.935				
Flt Protected					0.996			0.997			0.950	
Satd. Flow (prot)	0	1611	0	0	1625	0	0	3299	0	0	3362	0
Flt Permitted					0.969			0.945			0.553	
Satd. Flow (perm)	0	1611	0	0	1581	0	0	3127	0	0	1957	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1091			132			142				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			274	
Travel Time (s)		2.8			3.6			7.9			6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	7	12	0	132	18	170	142	18	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	144	0	0	330	0	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			3			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
 410: MSK Entrance/West Dr & MSK/Garage C

FB B Saturday Midday peak hour
 05/23/2024

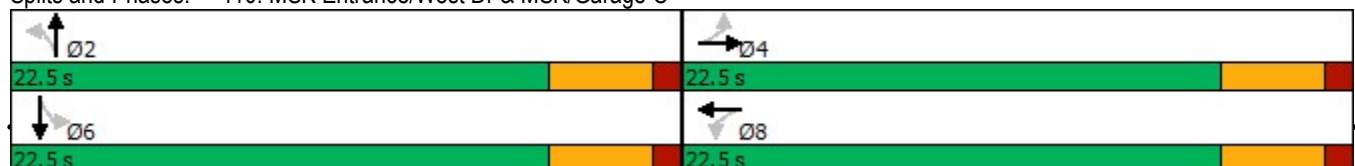
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.4			6.4			14.7			14.7	
Actuated g/C Ratio		0.24			0.24			0.54			0.54	
v/c Ratio		0.01			0.31			0.19			0.02	
Control Delay		0.0			4.0			3.4			5.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		0.0			4.0			3.4			5.4	
LOS		A			A			A			A	
Approach Delay					4.0			3.4			5.4	
Approach LOS					A			A			A	
Queue Length 50th (ft)		0			1			6			0	
Queue Length 95th (ft)		0			16			18			3	
Internal Link Dist (ft)		43			78			268			194	
Turn Bay Length (ft)												
Base Capacity (vph)		1443			1115			2386			1471	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.00			0.13			0.14			0.01	











Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 27.1
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.31
 Intersection Signal Delay: 3.6
 Intersection Capacity Utilization 37.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 410: MSK Entrance/West Dr & MSK/Garage C
















						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	8	269	8	0	17
Future Volume (vph)	0	8	269	8	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		175	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.865			0.850		
Flt Protected						
Satd. Flow (prot)	1611	0	3539	1583	0	3539
Flt Permitted						
Satd. Flow (perm)	1611	0	3539	1583	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	96		274			121
Travel Time (s)	2.2		6.2			2.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	9	292	9	0	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	292	9	0	18
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 17.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 411: West Dr & Garage C

FB B Saturday Midday peak hour
 05/23/2024










						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			  
Traffic Volume (veh/h)	0	8	269	8	0	17
Future Volume (Veh/h)	0	8	269	8	0	17
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	9	292	9	0	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			274			
pX, platoon unblocked						
vC, conflicting volume	301	146			301	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	301	146			301	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	666	875			1257	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	9	146	146	9	6	12
Volume Left	0	0	0	0	0	0
Volume Right	9	0	0	9	0	0
cSH	875	1700	1700	1700	1257	1700
Volume to Capacity	0.01	0.09	0.09	0.01	0.00	0.01
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	9.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	9.2	0.0			0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			17.4%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	17	154	123	0	0
Future Volume (vph)	0	17	154	123	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865				
Flt Protected			0.950	0.994		
Satd. Flow (prot)	0	1611	1681	1759	0	0
Flt Permitted			0.950	0.994		
Satd. Flow (perm)	0	1611	1681	1759	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	155			121	225	
Travel Time (s)	3.5			2.8	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	18	167	134	0	0
Shared Lane Traffic (%)			12%			
Lane Group Flow (vph)	0	18	147	154	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 10.8% ICU Level of Service A
 Analysis Period (min) 15










Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	114	7	0	210	0	0
Future Volume (vph)	114	7	0	210	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.991					
Flt Protected						
Satd. Flow (prot)	3383	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3383	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	124	8	0	228	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	132	0	0	228	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 9.1% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	114	7	0	210	0	0
Future Volume (Veh/h)	114	7	0	210	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	124	8	0	228	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	221			274		
pX, platoon unblocked						
vC, conflicting volume			132		242	66
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			132		242	66
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1451		725	984
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	83	49	76	152	0	
Volume Left	0	0	0	0	0	
Volume Right	0	8	0	0	0	
cSH	1700	1700	1451	1700	1700	
Volume to Capacity	0.05	0.03	0.00	0.09	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			9.1%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	114	0	0	136	0	0
Future Volume (vph)	114	0	0	136	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	124	0	0	148	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	0	0	148	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 15.0% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	114	0	0	136	0	0
Future Volume (Veh/h)	114	0	0	136	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	124	0	0	148	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	408			87		
pX, platoon unblocked						
vC, conflicting volume			124		198	62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			124		198	62
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1461		772	990
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	83	41	74	74	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.05	0.02	0.04	0.04	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			15.0%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
415: South Dr

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	17	3	0	129	25	7	0	0	0	0	0
Future Volume (vph)	94	17	3	0	129	25	7	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.976							
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1770	1813	0	0	3454	0	0	1752	0	0	0	0
Flt Permitted	0.851							0.950				
Satd. Flow (perm)	1585	1813	0	0	3454	0	0	1752	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			27							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		87			155			141			158	
Travel Time (s)		2.0			3.5			3.2			3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	6%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	102	18	3	0	140	27	8	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	21	0	0	167	0	0	8	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			10	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2				
Detector Template	Left	Thru		Left	Thru		Left	Thru				
Leading Detector (ft)	20	100		20	100		20	100				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	20	6		20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4			8			2					
Detector Phase	4	4		8	8		2	2				
Switch Phase												

Lanes, Volumes, Timings
415: South Dr

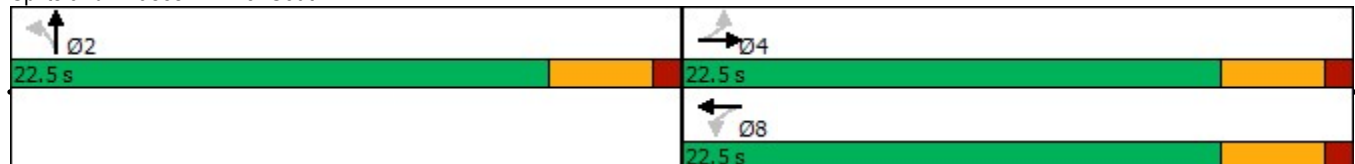
FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0				
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%				
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0				
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	None	None		None	None		Min	Min				
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)	7.3	7.3			7.2			12.3				
Actuated g/C Ratio	0.33	0.33			0.32			0.55				
v/c Ratio	0.20	0.04			0.15			0.01				
Control Delay	6.0	4.6			4.6			6.7				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay	6.0	4.6			4.6			6.7				
LOS	A	A			A			A				
Approach Delay		5.8			4.6			6.7				
Approach LOS		A			A			A				
Queue Length 50th (ft)	6	1			4			1				
Queue Length 95th (ft)	17	5			11			4				
Internal Link Dist (ft)		7			75			61			78	
Turn Bay Length (ft)												
Base Capacity (vph)	1286	1471			2807			1519				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.08	0.01			0.06			0.01				













Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 22.4
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.20
 Intersection Signal Delay: 5.1
 Intersection Capacity Utilization 25.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 415: South Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	56	39	58	4	0	34	0	43	447	0	416
Future Volume (vph)	0	56	39	58	4	0	34	0	43	447	0	416
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt			0.850						0.850		0.926	0.850
Flt Protected					0.955		0.950			0.950	0.975	
Satd. Flow (prot)	0	1863	1583	0	3380	0	1770	0	1583	1681	1530	1504
Flt Permitted					0.955		0.554			0.950	0.975	
Satd. Flow (perm)	0	1863	1583	0	3380	0	1032	0	1583	1681	1530	1504
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42						47		128	298
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		464			493			353			244	
Travel Time (s)		10.5			11.2			8.0			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	61	42	63	4	0	37	0	47	486	0	452
Shared Lane Traffic (%)										33%		34%
Lane Group Flow (vph)	0	61	42	0	67	0	37	0	47	326	314	298
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		4			4			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA		Perm		Perm	Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

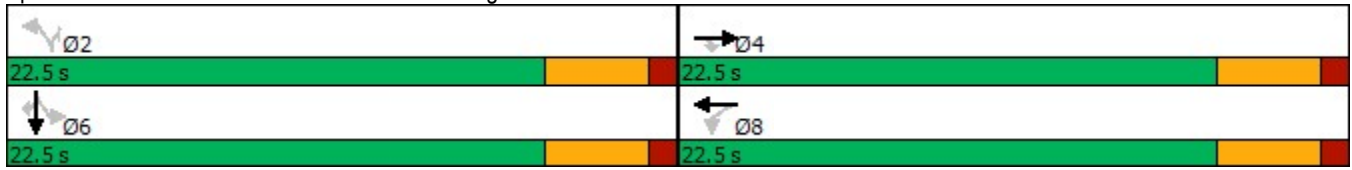
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		6.6	6.6		6.6		22.2		22.2	22.2	22.2	22.2
Actuated g/C Ratio		0.21	0.21		0.21		0.71		0.71	0.71	0.71	0.71
v/c Ratio		0.15	0.11		0.09		0.05		0.04	0.27	0.28	0.26
Control Delay		11.9	5.5		11.0		4.3		1.9	4.8	3.4	1.5
Queue Delay		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		11.9	5.5		11.0		4.3		1.9	4.8	3.4	1.5
LOS		B	A		B		A		A	A	A	A
Approach Delay		9.3			11.0			3.0			3.3	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)		9	0		5		3		0	28	15	0
Queue Length 95th (ft)		26	14		14		10		8	66	47	20
Internal Link Dist (ft)		384			413			273			164	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1092	946		1983		742		1151	1208	1136	1165
Starvation Cap Reductn		0	0		0		0		0	0	0	0
Spillback Cap Reductn		0	0		0		0		0	0	0	0
Storage Cap Reductn		0	0		0		0		0	0	0	0
Reduced v/c Ratio		0.06	0.04		0.03		0.05		0.04	0.27	0.28	0.26










Intersection Summary







Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 31.1
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.28
 Intersection Signal Delay: 4.2
 Intersection Capacity Utilization 40.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	56	490	62	952	0	0
Future Volume (vph)	56	490	62	952	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Frt			0.867	0.850		
Flt Protected		0.995				
Satd. Flow (prot)	0	3522	2939	1441	0	0
Flt Permitted		0.887				
Satd. Flow (perm)	0	3139	2939	1441	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			518	517		
Link Speed (mph)		30	30		30	
Link Distance (ft)		493	347		241	
Travel Time (s)		11.2	7.9		5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	533	67	1035	0	0
Shared Lane Traffic (%)				50%		
Lane Group Flow (vph)	0	594	585	517	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	D.P+P	NA	NA	Perm		
Protected Phases	1	1 2	2			
Permitted Phases	2			2		

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	10.0		30.0	30.0		
Total Split (%)	25.0%		75.0%	75.0%		
Maximum Green (s)	5.5		25.5	25.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		None	None		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)		24.8	19.1	19.1		
Actuated g/C Ratio		0.73	0.56	0.56		
v/c Ratio		0.25	0.31	0.50		
Control Delay		1.0	1.1	2.3		
Queue Delay		0.0	0.0	0.0		
Total Delay		1.0	1.1	2.3		
LOS		A	A	A		
Approach Delay		1.0	1.6			
Approach LOS		A	A			
Queue Length 50th (ft)		0	2	0		
Queue Length 95th (ft)		0	12	21		
Internal Link Dist (ft)		413	267		161	
Turn Bay Length (ft)				200		
Base Capacity (vph)		2714	2358	1219		
Starvation Cap Reductn		0	0	0		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.22	0.25	0.42		







Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 34.2
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 1.4
 Intersection Capacity Utilization 62.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B







Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Volume (vph)	0	114	136	0	0	74
Future Volume (vph)	0	114	136	0	0	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		77	110		117	
Travel Time (s)		1.8	2.5		2.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	124	148	0	0	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	124	148	0	0	80
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 15.0% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Volume (veh/h)	0	114	136	0	0	74
Future Volume (Veh/h)	0	114	136	0	0	74
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	124	148	0	0	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		298	197			
pX, platoon unblocked						
vC, conflicting volume	148				210	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	148				210	74
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	92
cM capacity (veh/h)	1431				759	973
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	62	62	74	74	80	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	80	
cSH	1700	1700	1700	1700	973	
Volume to Capacity	0.04	0.04	0.04	0.04	0.08	
Queue Length 95th (ft)	0	0	0	0	7	
Control Delay (s)	0.0	0.0	0.0	0.0	9.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		9.0	
Approach LOS					A	
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			15.0%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
420: Washington St & W Columbus St/Driveway

FB B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	0	113	0	0	0	121	245	5	0	254	44
Future Volume (vph)	59	0	113	0	0	0	121	245	5	0	254	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99				1.00	1.00			1.00	1.00
Frt			0.850					0.997			0.980	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1652	1233	0	1773	0	1546	1893	0	0	1954	0
Flt Permitted		0.757					0.550					
Satd. Flow (perm)	0	1304	1217	0	1773	0	893	1893	0	0	1954	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127					2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	5		1	1		5	3		5	5		3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	0%	10%	0%	0%	0%	9%	0%	0%	0%	1%	3%
Parking (#/hr)			0									
Adj. Flow (vph)	66	0	127	0	0	0	136	275	6	0	285	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	127	0	0	0	136	281	0	0	334	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov				pm+pt	NA			NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		10.5	11.9				33.9	36.9			25.6	
Actuated g/C Ratio		0.22	0.24				0.69	0.76			0.52	
v/c Ratio		0.24	0.32				0.19	0.20			0.32	
Control Delay		21.1	4.9				6.0	4.9			12.4	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		21.1	4.9				6.0	4.9			12.4	
LOS		C	A				A	A			B	
Approach Delay		10.5						5.2			12.4	
Approach LOS		B						A			B	
Queue Length 50th (ft)		18	0				17	37			75	
Queue Length 95th (ft)		47	24				37	70			141	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		632	414				726	1391			1030	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.10	0.31				0.19	0.20			0.32	

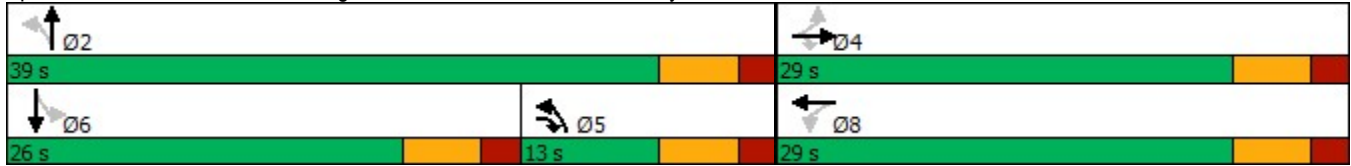
Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 48.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.32

Intersection Signal Delay: 8.8
 Intersection Capacity Utilization 56.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 420: Washington St & W Columbus St/Driveway











N-3 2030 Build Conditions

N-3.5 Saturday Evening peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	1605	1779	123	0	42
Future Volume (vph)	0	1605	1779	123	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.990			0.865
Flt Protected						
Satd. Flow (prot)	0	5136	5088	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	5088	0	0	1644
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1866	2069	143	0	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1866	2212	0	0	49
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 47.1% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 1: Hempstead Tpke & James Doolittle Blvd

FB B Saturday Evening peak hour
 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	1605	1779	123	0	42	
Future Volume (Veh/h)	0	1605	1779	123	0	42	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Hourly flow rate (vph)	0	1866	2069	143	0	49	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage (veh)		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.81		
vC, conflicting volume	2069				2762	761	
vC1, stage 1 conf vol					2140		
vC2, stage 2 conf vol					622		
vCu, unblocked vol	2069				2349	761	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	86	
cM capacity (veh/h)	273				68	352	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	622	622	622	828	828	557	49
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	143	49
cSH	1700	1700	1700	1700	1700	1700	352
Volume to Capacity	0.37	0.37	0.37	0.49	0.49	0.33	0.14
Queue Length 95th (ft)	0	0	0	0	0	0	12
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	16.9
Lane LOS							C
Approach Delay (s)	0.0			0.0			16.9
Approach LOS							C
Intersection Summary							
Average Delay			0.2				
Intersection Capacity Utilization			47.1%		ICU Level of Service		A
Analysis Period (min)			15				

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	16	20	1288	68	10	26	1299	487	31	12	20	285
Future Volume (vph)	16	20	1288	68	10	26	1299	487	31	12	20	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		500		275	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.86	0.91	0.97
Flt Protected		0.950		0.850		0.950		0.850	0.950	0.977	0.850	0.950
Satd. Flow (prot)	0	2172	5187	1669	0	3385	5136	1669	1697	3079	1400	3268
Flt Permitted		0.950				0.950			0.950	0.977		0.950
Satd. Flow (perm)	0	2172	5187	1669	0	3385	5136	1669	1697	3079	1400	3268
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				203				316				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	100%	0%	0%	0%	0%	1%	0%	0%	0%	5%	0%
Adj. Flow (vph)	19	24	1552	82	12	31	1565	587	37	14	24	343
Shared Lane Traffic (%)									48%		28%	
Lane Group Flow (vph)	0	43	1552	82	0	43	1565	587	19	39	17	343
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	8	16
Future Volume (vph)	8	16
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.902	
Flt Protected		
Satd. Flow (prot)	1600	0
Flt Permitted		
Satd. Flow (perm)	1600	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	10	19
Shared Lane Traffic (%)		
Lane Group Flow (vph)	29	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	50	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	41.0		29.0	29.0	41.0		25.0	25.0	25.0	45.0
Total Split (%)	20.7%	20.7%	29.3%		20.7%	20.7%	29.3%		17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	23.0	23.0	34.0		23.0	23.0	34.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0			6.0	7.0		8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					0
Act Effct Green (s)		7.3	79.3	140.0		10.0	81.0	140.0	7.8	7.8	7.8	20.1
Actuated g/C Ratio		0.05	0.57	1.00		0.07	0.58	1.00	0.06	0.06	0.06	0.14
v/c Ratio		0.38	0.53	0.05		0.18	0.53	0.35	0.20	0.23	0.22	0.73
Control Delay		98.6	10.2	0.1		63.1	21.1	0.6	67.6	66.0	69.2	66.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		98.6	10.2	0.1		63.1	21.1	0.6	67.6	66.0	69.2	66.7
LOS		F	B	A		E	C	A	E	E	E	E
Approach Delay			11.9				16.4			67.1		
Approach LOS			B				B			E		
Queue Length 50th (ft)		19	302	0		19	329	0	18	20	16	156
Queue Length 95th (ft)		37	312	0		36	391	0	45	38	40	184
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		500		275	475			250
Base Capacity (vph)		356	2937	1669		556	2970	1669	206	373	170	863
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.12	0.53	0.05		0.08	0.53	0.35	0.09	0.10	0.10	0.40







Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 19.8
 Intersection Capacity Utilization 58.2%
 Intersection LOS: B
 ICU Level of Service B

	↓	↙
Lane Group	SBT	SBR
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	15.0	
Total Split (s)	45.0	
Total Split (%)	32.1%	
Maximum Green (s)	37.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	36.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	20.1	
Actuated g/C Ratio	0.14	
v/c Ratio	0.13	
Control Delay	51.8	
Queue Delay	0.0	
Total Delay	51.8	
LOS	D	
Approach Delay	65.5	
Approach LOS	E	
Queue Length 50th (ft)	23	
Queue Length 95th (ft)	48	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	422	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.07	
Intersection Summary		



















Analysis Period (min) 15

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø4	 Ø3
29 s	41 s	45 s	25 s
 Ø5	 Ø6 (R)		
29 s	41 s		









Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

FB B Saturday Evening peak hour
 05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations		  				   	 		
Traffic Volume (vph)	1	1338	52	3	71	1288	44	52	
Future Volume (vph)	1	1338	52	3	71	1288	44	52	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Frt		0.994					0.927		
Flt Protected					0.950		0.978		
Satd. Flow (prot)	0	5107	0	0	1805	6471	1895	0	
Flt Permitted		0.939			0.950		0.978		
Satd. Flow (perm)	0	4795	0	0	1805	6471	1895	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		8					35		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%	
Adj. Flow (vph)	1	1439	56	3	76	1385	47	56	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1496	0	0	79	1385	103	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		

Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

FB B Saturday Evening peak hour
05/23/2024

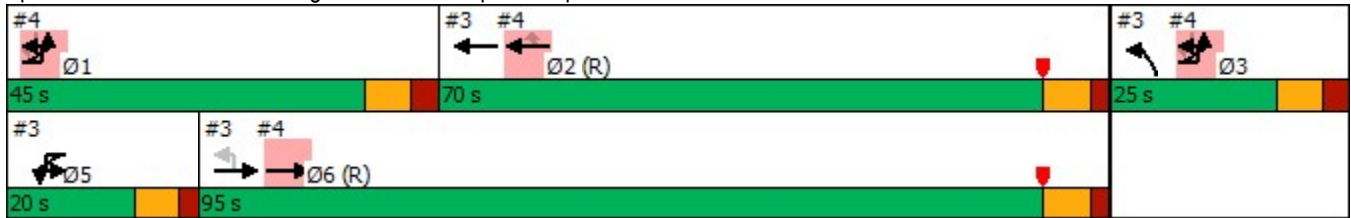
									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	95.0	95.0		20.0	20.0	70.0	25.0		45.0
Total Split (%)	67.9%	67.9%		14.3%	14.3%	50.0%	17.9%		32%
Maximum Green (s)	88.0	88.0		13.3	13.3	63.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						0	0		
Act Effct Green (s)		97.3			10.5	96.8	10.8		
Actuated g/C Ratio		0.70			0.08	0.69	0.08		
v/c Ratio		0.45			0.59	0.31	0.58		
Control Delay		1.1			84.1	3.1	53.4		
Queue Delay		0.0			0.0	0.0	0.0		
Total Delay		1.2			84.1	3.1	53.4		
LOS		A			F	A	D		
Approach Delay		1.2				7.4	53.4		
Approach LOS		A				A	D		
Queue Length 50th (ft)		2			0	29	61		
Queue Length 95th (ft)		0			136	33	120		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3336			175	4476	264		
Starvation Cap Reductn		221			0	0	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.48			0.45	0.31	0.39		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 69.6%
 Intersection LOS: A
 ICU Level of Service C













Analysis Period (min) 15

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke



Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B Saturday Evening peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	26	1389	1052	279	0	42			
Future Volume (vph)	11	26	1389	1052	279	0	42			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Flt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5136	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3502	5136	5136	1669	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	0%			
Adj. Flow (vph)	13	30	1578	1195	317	0	48			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	43	1578	1195	317	0	48			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			

Lanes, Volumes, Timings
 4: Hempstead Tpke & MSK Entrance

FB B Saturday Evening peak hour
 05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø5
Protected Phases	1 3	1 3	6	2				1	3	5
Permitted Phases					2		1 3			
Detector Phase	1 3	1 3	6	2	2		1 3			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			95.0	70.0	70.0			45.0	25.0	20.0
Total Split (%)			67.9%	50.0%	50.0%			32%	18%	14%
Maximum Green (s)			88.0	63.0	63.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				0	0				0	
Act Effct Green (s)		28.5	97.3	96.8	96.8		28.5			
Actuated g/C Ratio		0.20	0.70	0.69	0.69		0.20			
v/c Ratio		0.06	0.44	0.34	0.27		0.08			
Control Delay		47.4	10.7	2.0	2.4		44.2			
Queue Delay		0.0	0.0	0.1	0.5		0.0			
Total Delay		47.4	10.7	2.2	2.9		44.2			
LOS		D	B	A	A		D			
Approach Delay			11.7	2.3		44.2				
Approach LOS			B	A		D				
Queue Length 50th (ft)		16	260	23	17		20			
Queue Length 95th (ft)		m25	292	27	24		38			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1347	3571	3552	1154		1129			
Starvation Cap Reductn		0	0	1142	466		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.03	0.44	0.50	0.46		0.04			

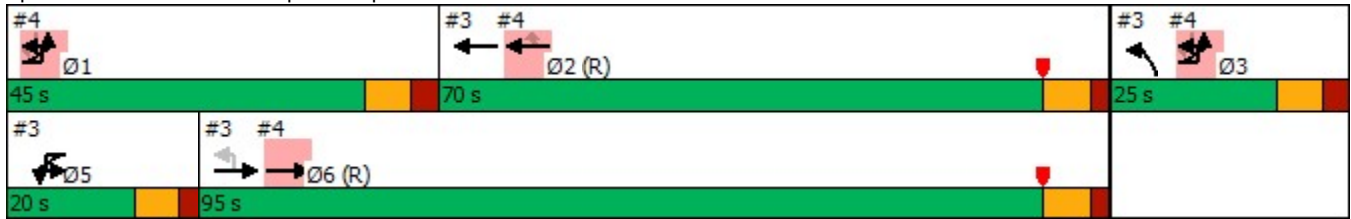
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 7.7
 Intersection Capacity Utilization 47.4%
 Intersection LOS: A
 ICU Level of Service A

Analysis Period (min) 15























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

Splits and Phases: 4: Hempstead Tpke & MSK Entrance















Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

FB B Saturday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	118	632	65	35	183	785	103	69	158	105	563	215
Future Volume (vph)	118	632	65	35	183	785	103	69	158	105	563	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	10	12	12	12	11	11	12	12	11	11
Storage Length (ft)	245		205		155		300	75		160	250	
Storage Lanes	2		1		2		1	1		0	1	
Taper Length (ft)	215				140			115			70	
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91	0.86
Ped Bike Factor			0.98		1.00			1.00	1.00			1.00
Fr			0.850				0.850		0.942			0.996
Flt Protected	0.950				0.950			0.950	0.999		0.950	0.973
Satd. Flow (prot)	3236	5136	1507	0	3502	5136	1531	1542	3233	0	1572	3017
Flt Permitted	0.950				0.950			0.950	0.999		0.950	0.973
Satd. Flow (perm)	3236	5136	1483	0	3492	5136	1531	1536	3232	0	1572	3017
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							210					
Link Speed (mph)		50				50			30			35
Link Distance (ft)		1582				1065			403			1000
Travel Time (s)		21.6				14.5			9.2			19.5
Confl. Peds. (#/hr)			4		4			8				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	2%	3%	1%	0%	1%	2%
Adj. Flow (vph)	131	702	72	39	203	872	114	77	176	117	626	239
Shared Lane Traffic (%)								10%			50%	
Lane Group Flow (vph)	131	702	72	0	242	872	114	69	301	0	313	567
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		24				24			28			19
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		32				32			16			32
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	2	2		2	2
Detector Template			Right	Left			Right					
Leading Detector (ft)	50	156	6	20	50	156	6	50	50		50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	30	150			30	150		30	30		30	30
Detector 2 Size(ft)	20	6			20	6		20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	134
Future Volume (vph)	134
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1407
Flt Permitted	
Satd. Flow (perm)	1379
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	8
Peak Hour Factor	0.90
Heavy Vehicles (%)	1%
Adj. Flow (vph)	149
Shared Lane Traffic (%)	10%
Lane Group Flow (vph)	134
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	2
Detector Template	
Leading Detector (ft)	50
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	30
Detector 2 Size(ft)	20
Detector 2 Type	Cl+Ex
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split	NA
Protected Phases	1	6		5	5	2		3	3		4	4
Permitted Phases			6				Free					
Detector Phase	1	6	6	5	5	2		3	3		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0	15.0
Total Split (s)	27.0	46.0	46.0	27.0	27.0	46.0		28.0	28.0		39.0	39.0
Total Split (%)	19.3%	32.9%	32.9%	19.3%	19.3%	32.9%		20.0%	20.0%		27.9%	27.9%
Maximum Green (s)	20.0	39.0	39.0	20.0	20.0	39.0		20.0	20.0		31.0	31.0
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0	4.0
Recall Mode	None	C-Max	C-Max	None	None	C-Max		None	None		None	None
Walk Time (s)		7.0	7.0			7.0					7.0	7.0
Flash Dont Walk (s)		30.0	30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)		3	3			0					0	0
Act Effct Green (s)	10.1	46.9	46.9		14.0	50.8	140.0	18.1	18.1		31.0	31.0
Actuated g/C Ratio	0.07	0.34	0.34		0.10	0.36	1.00	0.13	0.13		0.22	0.22
v/c Ratio	0.56	0.41	0.15		0.69	0.47	0.07	0.35	0.72		0.90	0.90dl
Control Delay	75.8	40.3	40.7		83.2	36.4	0.1	60.0	68.6		81.5	65.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	75.8	40.3	40.7		83.2	36.4	0.1	60.0	68.6		81.5	65.2
LOS	E	D	D		F	D	A	E	E		F	E
Approach Delay		45.5				42.2			67.0			68.5
Approach LOS		D				D			E			E
Queue Length 50th (ft)	65	143	40		111	163	0	63	145		304	287
Queue Length 95th (ft)	99	212	90		157	275	0	117	198		#500	#390
Internal Link Dist (ft)		1502				985			323			920
Turn Bay Length (ft)	245		205		155		300	75			250	
Base Capacity (vph)	462	1719	496		500	1863	1531	220	461		356	684
Starvation Cap Reductn	0	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	0.28	0.41	0.15		0.48	0.47	0.07	0.31	0.65		0.88	0.83

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90

Lane Group	SBR
Detector 2 Extend (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	15.0
Total Split (s)	39.0
Total Split (%)	27.9%
Maximum Green (s)	31.0
Yellow Time (s)	5.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	8.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	4.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	36.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	31.0
Actuated g/C Ratio	0.22
v/c Ratio	0.44
Control Delay	52.1
Queue Delay	0.0
Total Delay	52.1
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	115
Queue Length 95th (ft)	192
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	312
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.43

Intersection Summary

5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

05/23/2024

Intersection Signal Delay: 53.2

Intersection LOS: D

Intersection Capacity Utilization 89.1%

ICU Level of Service E







Analysis Period (min) 15



















95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

 Ø1 27 s	 Ø2 (R) 46 s	 Ø3 28 s	 Ø4 39 s
 Ø5 27 s	 Ø6 (R) 46 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	0	29	386	0	287	2	29	332	16	2	133
Future Volume (vph)	13	0	29	386	0	287	2	29	332	16	2	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		115		285		110
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				70				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00			0.98			1.00		0.98		1.00
Frt		0.906			0.850					0.850		
Flt Protected		0.985		0.950				0.950				0.950
Satd. Flow (prot)	0	1696	0	1805	1583	0	0	1805	5136	1615	0	1805
Flt Permitted		0.877		0.725				0.407				0.413
Satd. Flow (perm)	0	1508	0	1377	1583	0	0	772	5136	1590	0	783
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			459					82		
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)	10					10		2		3		3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	15	0	34	449	0	334	2	34	386	19	2	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	449	334	0	0	36	386	19	0	157
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				32			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		20	30	6	20	20	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)									94			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	495	36
Future Volume (vph)	495	36
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.990	
Flt Protected		
Satd. Flow (prot)	5078	0
Flt Permitted		
Satd. Flow (perm)	5078	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	10	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		4
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	576	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	618	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)									0.0			
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	20.0	20.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	26.0	26.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0			6.0	6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				1	1				0	0		
Act Effct Green (s)		33.0		33.0	33.0			28.4	21.6	21.6		38.0
Actuated g/C Ratio		0.39		0.39	0.39			0.34	0.26	0.26		0.45
v/c Ratio		0.08		0.83	0.37			0.10	0.29	0.04		0.32
Control Delay		1.5		37.2	1.3			16.5	27.5	0.2		17.3
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		1.5		37.3	1.3			16.5	27.5	0.2		17.3
LOS		A		D	A			B	C	A		B
Approach Delay		1.5			21.9				25.5			
Approach LOS		A			C				C			
Queue Length 50th (ft)		0		199	0			10	60	0		47
Queue Length 95th (ft)		7		352	0			31	101	0		99
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115		285		110
Base Capacity (vph)		885		775	1092			544	2516	820		559
Starvation Cap Reductn		0		10	80			0	0	0		0
Spillback Cap Reductn		0		0	0			0	0	0		0
Storage Cap Reductn		0		0	0			0	0	0		0
Reduced v/c Ratio		0.06		0.59	0.33			0.07	0.15	0.02		0.28

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 83.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 21.9
 Intersection LOS: C

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	3	
Act Effct Green (s)	31.2	
Actuated g/C Ratio	0.37	
v/c Ratio	0.33	
Control Delay	22.1	
Queue Delay	0.0	
Total Delay	22.1	
LOS	C	
Approach Delay	21.1	
Approach LOS	C	
Queue Length 50th (ft)	91	
Queue Length 95th (ft)	143	
Internal Link Dist (ft)	313	
Turn Bay Length (ft)		
Base Capacity (vph)	2493	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.25	

Intersection Summary





























Intersection Capacity Utilization 70.9%

ICU Level of Service C













Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 		 		  			 	 
Traffic Volume (vph)	127	32	225	103	0	552	0	578	56	6	114	338
Future Volume (vph)	127	32	225	103	0	552	0	578	56	6	114	338
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	2		1	1		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor			0.99	0.99		0.99		1.00				
Frt			0.850			0.850		0.987				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3467	1900	1615	1805	0	2842	0	6385	0	0	1805	3574
Flt Permitted	0.950			0.950							0.234	
Satd. Flow (perm)	3467	1900	1593	1792	0	2801	0	6385	0	0	445	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			288			708		13				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			467			581				476
Travel Time (s)		15.0			10.6			11.3				9.3
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%	0%	1%
Adj. Flow (vph)	163	41	288	132	0	708	0	741	72	8	146	433
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	41	288	132	0	708	0	813	0	0	154	433
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		0						1				0
Act Effct Green (s)	22.7	8.8	74.6	15.0		15.0		24.0			39.2	39.2
Actuated g/C Ratio	0.30	0.12	1.00	0.20		0.20		0.32			0.53	0.53
v/c Ratio	0.15	0.18	0.18	0.36		0.63		0.39			0.39	0.23
Control Delay	18.7	38.5	0.2	32.0		5.4		21.8			14.7	11.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	18.7	38.5	0.2	32.0		5.4		21.8			14.7	11.7
LOS	B	D	A	C		A		C			B	B
Approach Delay		9.6			9.5			21.8				12.5
Approach LOS		A			A			C				B
Queue Length 50th (ft)	26	18	0	56		0		90			40	62
Queue Length 95th (ft)	47	49	0	106		14		122			75	93
Internal Link Dist (ft)		908			387			501				396
Turn Bay Length (ft)			700			200					140	
Base Capacity (vph)	2974	806	1593	766		1596		3620			1031	3479
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.05	0.05	0.18	0.17		0.44		0.22			0.15	0.12

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 74.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 13.8
 Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 71.0%

ICU Level of Service C













Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	446	175	1	8	212	6	0	0	3
Future Volume (vph)	0	0	0	446	175	1	8	212	6	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor						0.99		1.00				0.99
Frt						0.850						0.910
Flt Protected				0.950	0.973			0.950				
Satd. Flow (prot)	0	0	0	1626	3135	1470	0	3468	3610	0	0	3257
Flt Permitted				0.950	0.973			0.950				
Satd. Flow (perm)	0	0	0	1626	3135	1450	0	3461	3610	0	0	3257
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						492
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								1				
Confl. Bikes (#/hr)						3						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	537	211	1	10	255	7	0	0	4
Shared Lane Traffic (%)				50%		10%						
Lane Group Flow (vph)	0	0	0	268	480	1	0	265	7	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	5	
Future Volume (vph)	5	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.83	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	6	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				23.9	23.9	23.9		12.3	14.5			10.6
Actuated g/C Ratio				0.45	0.45	0.45		0.23	0.27			0.20
v/c Ratio				0.37	0.34	0.00		0.33	0.01			0.01
Control Delay				12.6	11.2	0.0		21.2	15.0			0.0
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				12.6	11.2	0.0		21.2	15.0			0.0
LOS				B	B	A		C	B			A
Approach Delay					11.6				21.0			
Approach LOS					B				C			
Queue Length 50th (ft)				48	44	0		31	1			0
Queue Length 95th (ft)				148	120	0		88	4			0
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)				150				220				
Base Capacity (vph)				1134	2121	1428		1728	3481			2421
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.24	0.23	0.00		0.15	0.00			0.00

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 53.3
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 14.0
 Intersection LOS: B

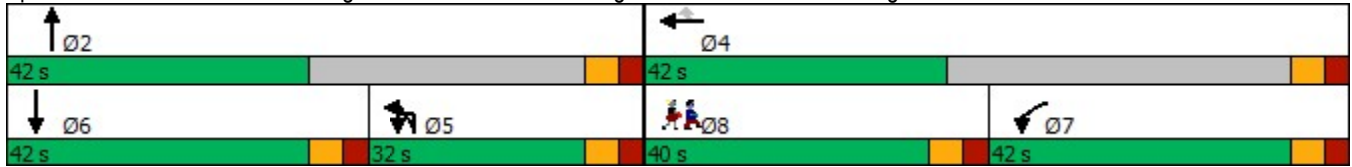
Lane Group	SBR	Ø8
Detector 2 Extend (s)		
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Intersection Capacity Utilization 46.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd












Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1470	104	0	1644	0	111
Future Volume (vph)	1470	104	0	1644	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt	0.990					0.865
Flt Protected						
Satd. Flow (prot)	6462	0	0	6471	0	1611
Flt Permitted						
Satd. Flow (perm)	6462	0	0	6471	0	1611
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	256	
Travel Time (s)	9.8			1.9	5.8	
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles (%)	0%	2%	2%	1%	2%	2%
Adj. Flow (vph)	2194	155	0	2454	0	166
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2349	0	0	2454	0	166
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 36.6% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 9: James Doolittle Blvd & Charles Lindbergh Blvd

FB B Saturday Evening peak hour
 05/23/2024

										
Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Lane Configurations										
Traffic Volume (veh/h)	1470	104	0	1644	0	111				
Future Volume (Veh/h)	1470	104	0	1644	0	111				
Sign Control	Free			Free	Yield					
Grade	0%			0%	0%					
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67				
Hourly flow rate (vph)	2194	155	0	2454	0	166				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type	Raised			Raised						
Median storage veh	1			1						
Upstream signal (ft)	646									
pX, platoon unblocked										
vC, conflicting volume				2194			2885	626		
vC1, stage 1 conf vol						2272				
vC2, stage 2 conf vol						614				
vCu, unblocked vol				2194			2885	626		
tC, single (s)				4.1			6.8	6.9		
tC, 2 stage (s)						5.8				
tF (s)				2.2			3.5	3.3		
p0 queue free %				100			100	61		
cM capacity (veh/h)				237			54	427		
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	
Volume Total	627	627	627	468	614	614	614	614	166	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	155	0	0	0	0	166	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	427	
Volume to Capacity	0.37	0.37	0.37	0.28	0.36	0.36	0.36	0.36	0.39	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	45	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.7	
Lane LOS									C	
Approach Delay (s)	0.0				0.0				18.7	
Approach LOS									C	
Intersection Summary										
Average Delay				0.6						
Intersection Capacity Utilization				36.6%	ICU Level of Service				A	
Analysis Period (min)				15						







						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1581	1633	3	0	11
Future Volume (vph)	0	1581	1633	3	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	0.86	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	6536	6471	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	6536	6471	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	0	2360	2437	4	0	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2360	2441	0	0	16
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	












Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 33.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 10: Charles Lindbergh Blvd & Perimeter Rd

FB B Saturday Evening peak hour
 05/23/2024

										
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations		↑↑↑	↑↑↑			↗				
Traffic Volume (veh/h)	0	1581	1633	3	0	11				
Future Volume (Veh/h)	0	1581	1633	3	0	11				
Sign Control		Free	Free		Yield					
Grade		0%	0%		0%					
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67				
Hourly flow rate (vph)	0	2360	2437	4	0	16				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		Raised	Raised							
Median storage (veh)		1	1							
Upstream signal (ft)		770								
pX, platoon unblocked										
vC, conflicting volume	2437					3029	611			
vC1, stage 1 conf vol						2439				
vC2, stage 2 conf vol						590				
vCu, unblocked vol	2437					3029	611			
tC, single (s)	4.1					6.8	6.9			
tC, 2 stage (s)						5.8				
tF (s)	2.2					3.5	3.3			
p0 queue free %	100					100	96			
cM capacity (veh/h)	196					45	442			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	590	590	590	590	696	696	696	352	16	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	4	16	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	442	
Volume to Capacity	0.35	0.35	0.35	0.35	0.41	0.41	0.41	0.21	0.04	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	3	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.5	
Lane LOS									B	
Approach Delay (s)	0.0					0.0				13.5
Approach LOS									B	
Intersection Summary										
Average Delay			0.0							
Intersection Capacity Utilization			33.7%	ICU Level of Service				A		
Analysis Period (min)			15							

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	197	0	9	268	343	158
Future Volume (vph)	197	0	9	268	343	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3467	0	1805	3610	3574	1599
Flt Permitted	0.950		0.524			
Satd. Flow (perm)	3467	0	996	3610	3574	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						178
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		3				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	0%	0%	0%	1%	1%
Adj. Flow (vph)	221	0	10	301	385	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	221	0	10	301	385	178
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	8.6		25.9	22.1	20.3	20.3
Actuated g/C Ratio	0.20		0.61	0.52	0.47	0.47
v/c Ratio	0.32		0.01	0.16	0.23	0.21
Control Delay	16.8		3.6	5.7	8.0	2.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	16.8		3.6	5.7	8.0	2.8
LOS	B		A	A	A	A
Approach Delay	16.8			5.6	6.4	
Approach LOS	B			A	A	
Queue Length 50th (ft)	22		1	16	22	0
Queue Length 95th (ft)	55		6	33	68	29
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	2051		1164	3473	1699	853
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.11		0.01	0.09	0.23	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 42.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.32
 Intersection Signal Delay: 8.3
 Intersection Capacity Utilization 34.3%

Intersection LOS: A
 ICU Level of Service A






















Analysis Period (min) 15

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

FB B Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	90	928	270	3	39	1042	57	195	134	55	69	207
Future Volume (vph)	90	928	270	3	39	1042	57	195	134	55	69	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Frt			0.850			0.992			0.957			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1805	5136	1615	0	1805	6423	0	3467	3455	0	3502	3574
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1805	5136	1615	0	1805	6423	0	3467	3455	0	3502	3574
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	1%	0%	0%	0%	1%
Adj. Flow (vph)	99	1020	297	3	43	1145	63	214	147	60	76	227
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	1020	297	0	46	1208	0	214	207	0	76	227
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	128
Future Volume (vph)	128
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	0%
Adj. Flow (vph)	141
Shared Lane Traffic (%)	
Lane Group Flow (vph)	141
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5

Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	32.0	44.0		32.0	32.0	44.0		26.0	38.0		26.0	38.0
Total Split (%)	22.9%	31.4%		22.9%	22.9%	31.4%		18.6%	27.1%		18.6%	27.1%
Maximum Green (s)	24.7	37.0		24.7	24.7	37.0		19.0	30.0		19.0	30.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				0			0			0
Act Effct Green (s)	13.0	75.5	95.4		9.0	68.8		13.0	21.4		7.5	15.9
Actuated g/C Ratio	0.09	0.54	0.68		0.06	0.49		0.09	0.15		0.05	0.11
v/c Ratio	0.59	0.37	0.27		0.40	0.38		0.67	0.39		0.41	0.56
Control Delay	74.7	21.0	11.1		63.6	30.2		71.5	54.6		70.2	63.5
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	74.7	21.0	11.1		63.6	30.2		71.5	54.6		70.2	63.5
LOS	E	C	B		E	C		E	D		E	E
Approach Delay		22.7				31.4			63.2			58.1
Approach LOS		C				C			E			E
Queue Length 50th (ft)	88	197	104		42	254		98	90		35	104
Queue Length 95th (ft)	145	281	184		90	172		138	123		61	143
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	318	2768	1170		318	3158		470	740		475	765
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.31	0.37	0.25		0.14	0.38		0.46	0.28		0.16	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 137 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 35.0
 Intersection Capacity Utilization 57.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service B

Splits and Phases: 12: Merrick Ave & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 44 s	 Ø3 26 s	 Ø4 38 s
 Ø5 32 s	 Ø6 (R) 44 s	 Ø7 26 s	 Ø8 38 s













Lane Group SBR

Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	36.2
Actuated g/C Ratio	0.26
v/c Ratio	0.34
Control Delay	42.8
Queue Delay	0.0
Total Delay	42.8
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	105
Queue Length 95th (ft)	151
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	552
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.26

Intersection Summary









Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke

FB B Saturday Evening peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	20	1016	31	35	24	1117	0	0	
Future Volume (vph)	20	1016	31	35	24	1117	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.996							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4942	0	0	1685	4964	0	0	
Flt Permitted	0.201				0.219				
Satd. Flow (perm)	356	4942	0	0	388	4964	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		8							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			7		7				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	2%	2%	
Adj. Flow (vph)	23	1181	36	41	28	1299	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	23	1217	0	0	69	1299	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				
Detector Phase	2	2		6	6	6			

Lanes, Volumes, Timings
 13: Eisenhower Park Ped Entrance & Hempstead Tpke




FB B Saturday Evening peak hour
 05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	37.0	37.0		37.0	37.0	37.0			33.0
Total Split (%)	52.9%	52.9%		52.9%	52.9%	52.9%			47%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									2
Act Effct Green (s)	62.0	62.0			62.0	62.0			
Actuated g/C Ratio	0.89	0.89			0.89	0.89			
v/c Ratio	0.07	0.28			0.20	0.30			
Control Delay	10.9	8.3			7.1	4.0			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	10.9	8.3			7.1	4.0			
LOS	B	A			A	A			
Approach Delay		8.4				4.1			
Approach LOS		A				A			
Queue Length 50th (ft)	0	5			0	4			
Queue Length 95th (ft)	38	351			64	265			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	315	4378			344	4397			
Starvation Cap Reductn	0	0			0	0			
Spillback Cap Reductn	0	0			0	0			
Storage Cap Reductn	0	0			0	0			
Reduced v/c Ratio	0.07	0.28			0.20	0.30			

Intersection Summary















Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 31 (44%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.30
 Intersection Signal Delay: 6.1
 Intersection Capacity Utilization 41.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A









Splits and Phases: 13: Eisenhower Park Ped Entrance & Hempstead Tpke

 Ø2 (R)	 Ø3
37 s	33 s
 Ø6 (R)	
37 s	

Lanes, Volumes, Timings
 14: Coollidge Dr & Hempstead Tpke

FB B Saturday Evening peak hour
 05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	49	976	56	16	15	1062	45	23
Future Volume (vph)	49	976	56	16	15	1062	45	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			
Frt		0.992						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1805	5091	0	0	1805	5136	1805	1615
Flt Permitted	0.211				0.950		0.950	
Satd. Flow (perm)	401	5091	0	0	1803	5136	1805	1615
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		16						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			1		1			
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	58	1148	66	19	18	1249	53	27
Shared Lane Traffic (%)								
Lane Group Flow (vph)	58	1214	0	0	37	1249	53	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
Trailing Detector (ft)	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	38.0	38.0		12.0	12.0	50.0	20.0	20.0
Total Split (%)	54.3%	54.3%		17.1%	17.1%	71.4%	28.6%	28.6%
Maximum Green (s)	31.0	31.0		7.0	7.0	43.0	13.0	13.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							0	0
Act Effct Green (s)	51.5	51.5			6.1	56.5	7.5	7.5
Actuated g/C Ratio	0.74	0.74			0.09	0.81	0.11	0.11
v/c Ratio	0.20	0.32			0.24	0.30	0.27	0.16
Control Delay	16.4	11.5			34.4	3.9	31.7	29.6
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	16.4	11.5			34.4	3.9	31.7	29.6
LOS	B	B			C	A	C	C
Approach Delay		11.7				4.8	31.0	
Approach LOS		B				A	C	
Queue Length 50th (ft)	21	223			22	79	21	11
Queue Length 95th (ft)	59	265			50	103	48	30
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	295	3751			185	4142	335	299
Starvation Cap Reductn	0	0			0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.20	0.32			0.20	0.30	0.16	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 23 (33%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.32
 Intersection Signal Delay: 8.9
 Intersection LOS: A

Intersection Capacity Utilization 50.5%
 Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke



Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB B Saturday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	7	841	174	14	49	903	120	197	66	24	165
Future Volume (vph)	3	7	841	174	14	49	903	120	197	66	24	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor		1.00	1.00			1.00						
Frt			0.974					0.850		0.960		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4833	0	0	1745	4964	1531	3385	1763	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1744	4833	0	0	1744	4964	1531	3385	1763	0	3385
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)		1		1		1		1				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	2%	0%	0%	0%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	3	8	956	198	16	56	1026	136	224	75	27	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	1154	0	0	72	1026	136	224	102	0	188
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	84	7
Future Volume (vph)	84	7
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.988	
Flt Protected		
Satd. Flow (prot)	1815	0
Flt Permitted		
Satd. Flow (perm)	1815	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	0%	0%
Parking (#/hr)		
Adj. Flow (vph)	95	8
Shared Lane Traffic (%)		
Lane Group Flow (vph)	103	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	27	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	27	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0
Total Split (s)	22.0	22.0	44.0		22.0	22.0	44.0		34.0	34.0		40.0
Total Split (%)	15.7%	15.7%	31.4%		15.7%	15.7%	31.4%		24.3%	24.3%		28.6%
Maximum Green (s)	15.0	15.0	36.0		14.0	14.0	36.0		26.0	26.0		32.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0				8.0	8.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			0				0					0
Act Effct Green (s)		5.7	70.0			12.4	82.2	104.0	14.6	14.6		13.8
Actuated g/C Ratio		0.04	0.50			0.09	0.59	0.74	0.10	0.10		0.10
v/c Ratio		0.16	0.48			0.47	0.35	0.12	0.64	0.56		0.56
Control Delay		78.7	17.6			70.1	17.3	6.8	68.2	70.8		66.3
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		78.7	17.6			70.1	17.3	6.8	68.2	70.8		66.3
LOS		E	B			E	B	A	E	E		E
Approach Delay			18.2				19.2			69.1		
Approach LOS			B				B			E		
Queue Length 50th (ft)		11	104			63	151	25	102	90		86
Queue Length 95th (ft)		m34	319			113	263	70	139	145		118
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		186	2416			174	2913	1336	628	327		773
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.06	0.48			0.41	0.35	0.10	0.36	0.31		0.24

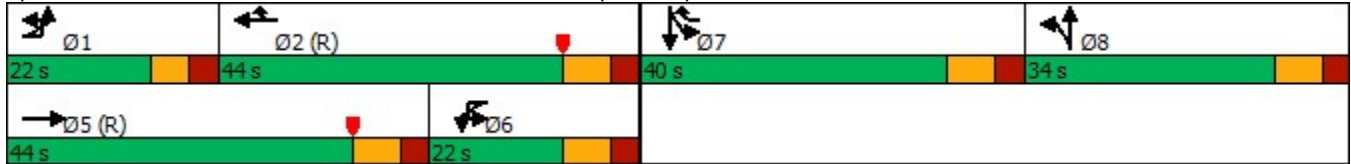
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	13.0	
Total Split (s)	40.0	
Total Split (%)	28.6%	
Maximum Green (s)	32.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	13.8	
Actuated g/C Ratio	0.10	
v/c Ratio	0.58	
Control Delay	72.4	
Queue Delay	0.0	
Total Delay	72.4	
LOS	E	
Approach Delay	68.4	
Approach LOS	E	
Queue Length 50th (ft)	92	
Queue Length 95th (ft)	145	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	414	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.25	
Intersection Summary		

Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 29.0
 Intersection Capacity Utilization 64.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke















Lanes, Volumes, Timings
 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate

FB B Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	7	1	110	3	1	17	2	34	314	2	7	16
Future Volume (vph)	7	1	110	3	1	17	2	34	314	2	7	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0		420		0		105
Storage Lanes	0		2	0		0		2		0		1
Taper Length (ft)	0			0				80				70
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95	1.00
Frt			0.850		0.888				0.999			
Flt Protected		0.957			0.994			0.950				0.950
Satd. Flow (prot)	0	1818	2814	0	1677	0	0	3385	3571	0	0	1805
Flt Permitted		0.787			0.952			0.376				0.541
Satd. Flow (perm)	0	1495	2814	0	1606	0	0	1340	3571	0	0	1028
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			122		19				1			
Link Speed (mph)		40			30				40			
Link Distance (ft)		756			287				1121			
Travel Time (s)		12.9			6.5				19.1			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	8	1	122	3	1	19	2	38	349	2	8	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	122	0	23	0	0	40	351	0	0	26
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			0				36			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		24			16				28			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1	1	1	2		1	1	2		1	1
Detector Template	Left			Left			Left		Thru		Left	
Leading Detector (ft)	20	30	25	20	22		20	25	100		20	25
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	30	25	20	6		20	25	6		20	25
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					12				94			
Detector 2 Size(ft)					10				6			
Detector 2 Type					Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			
Turn Type	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm	Perm

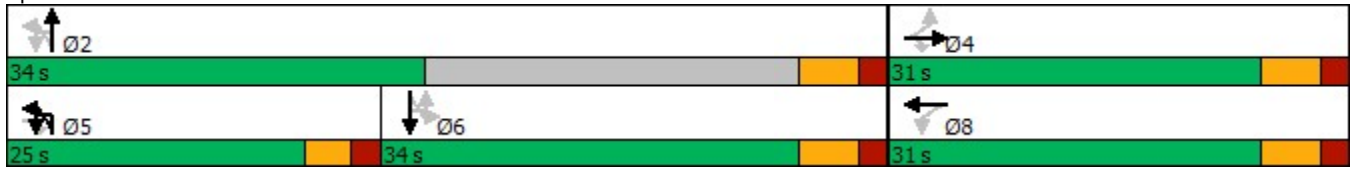
	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	467	9
Future Volume (vph)	467	9
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3564	0
Flt Permitted		
Satd. Flow (perm)	3564	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	822	
Travel Time (s)	14.0	
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	519	10
Shared Lane Traffic (%)		
Lane Group Flow (vph)	529	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	32	
Link Offset(ft)	0	
Crosswalk Width(ft)	40	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Protected Phases		4			8		5	5	2			
Permitted Phases	4		4 5	8			2	2			6	6
Detector Phase	4	4	4 5	8	8		5	5	2		6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0	20.0
Minimum Split (s)	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0	26.0
Total Split (s)	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0	34.0
Total Split (%)	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%	37.8%
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			0.0
Total Lost Time (s)		6.0			6.0			5.0	6.0			6.0
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2	0.2
Recall Mode	None	None		None	None		None	None	Min		Min	Min
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	22.0	22.0		22.0	22.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		6.2	14.7		6.2			33.2	33.5			25.0
Actuated g/C Ratio		0.13	0.31		0.13			0.70	0.70			0.53
v/c Ratio		0.05	0.13		0.10			0.03	0.14			0.05
Control Delay		19.6	3.3		12.4			3.1	3.7			9.5
Queue Delay		0.0	0.0		0.0			0.0	0.0			0.0
Total Delay		19.6	3.3		12.4			3.1	3.7			9.5
LOS		B	A		B			A	A			A
Approach Delay		4.4			12.4				3.6			
Approach LOS		A			B				A			
Queue Length 50th (ft)		2	0		1			1	16			4
Queue Length 95th (ft)		12	13		17			5	30			16
Internal Link Dist (ft)		676			207				1041			
Turn Bay Length (ft)								420				105
Base Capacity (vph)		789	1813		856			1797	3571			673
Starvation Cap Reductn		0	0		0			0	0			0
Spillback Cap Reductn		0	0		0			0	0			0
Storage Cap Reductn		0	0		0			0	0			0
Reduced v/c Ratio		0.01	0.07		0.03			0.02	0.10			0.04

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 47.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.28
 Intersection Signal Delay: 7.0
 Intersection Capacity Utilization 44.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A






















Splits and Phases: 16: Merrick Ave & Glen Curtiss Blvd/Peters Gate



Lane Group	↓ SBT	↙ SBR
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	34.0	
Total Split (%)	37.8%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	25.0	
Actuated g/C Ratio	0.53	
v/c Ratio	0.28	
Control Delay	9.9	
Queue Delay	0.0	
Total Delay	9.9	
LOS	A	
Approach Delay	9.9	
Approach LOS	A	
Queue Length 50th (ft)	52	
Queue Length 95th (ft)	85	
Internal Link Dist (ft)	742	
Turn Bay Length (ft)		
Base Capacity (vph)	2334	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.23	
Intersection Summary		

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B Saturday Evening peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	16	680	60	16	27	883	63	34	10	38	81
Future Volume (vph)	6	16	680	60	16	27	883	63	34	10	38	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.98		1.00				1.00	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1685	5136	1507	0	1805	5085	1478	0	1669	1507	1685
Flt Permitted		0.950				0.950				0.763		0.725
Satd. Flow (perm)	0	1685	5136	1475	0	1803	5085	1478	0	1317	1488	1285
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)				1		1			7		1	1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	7	18	756	67	18	30	981	70	38	11	42	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	756	67	0	48	981	70	0	49	42	90
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	15	26
Future Volume (vph)	15	26
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1480
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	17	29
Shared Lane Traffic (%)		
Lane Group Flow (vph)	17	29
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	32.0	32.0	61.0	61.0	32.0	32.0	61.0	61.0	47.0	47.0	47.0	47.0
Total Split (%)	22.9%	22.9%	43.6%	43.6%	22.9%	22.9%	43.6%	43.6%	33.6%	33.6%	33.6%	33.6%
Maximum Green (s)	26.0	26.0	53.0	53.0	26.0	26.0	53.0	53.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									0	0	0	0
Act Effct Green (s)		7.7	96.7	96.7		8.7	100.3	100.3		15.2	15.2	15.2
Actuated g/C Ratio		0.06	0.69	0.69		0.06	0.72	0.72		0.11	0.11	0.11
v/c Ratio		0.27	0.21	0.07		0.43	0.27	0.07		0.35	0.26	0.65
Control Delay		68.7	7.2	7.8		73.3	3.9	4.1		62.4	59.0	79.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		68.7	7.2	7.8		73.3	3.9	4.1		62.4	59.0	79.6
LOS		E	A	A		E	A	A		E	E	E
Approach Delay			9.1				7.0			60.8		
Approach LOS			A				A			E		
Queue Length 50th (ft)		23	65	16		42	63	12		42	36	80
Queue Length 95th (ft)		57	78	29		m87	76	m23		81	71	134
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		312	3546	1018		335	3641	1058		366	414	357
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.08	0.21	0.07		0.14	0.27	0.07		0.13	0.10	0.25

Intersection Summary

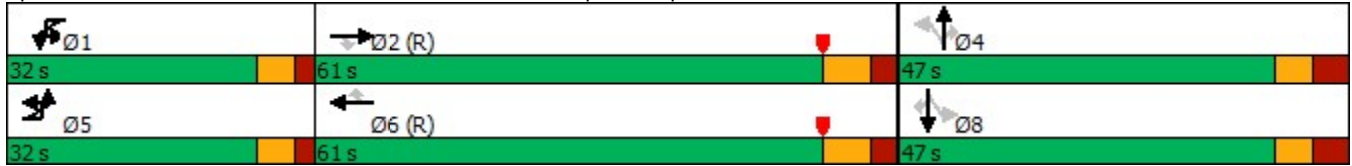
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	47.0	47.0
Total Split (%)	33.6%	33.6%
Maximum Green (s)	39.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	15.2	15.2
Actuated g/C Ratio	0.11	0.11
v/c Ratio	0.09	0.18
Control Delay	54.2	56.8
Queue Delay	0.0	0.0
Total Delay	54.2	56.8
LOS	D	E
Approach Delay	71.6	
Approach LOS	E	
Queue Length 50th (ft)	14	24
Queue Length 95th (ft)	37	55
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	493	412
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.03	0.07
Intersection Summary		

Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 14.1
 Intersection Capacity Utilization 68.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke



Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B Saturday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	84	688	2	6	1	848	94	1	3	0	69
Future Volume (vph)	3	84	688	2	6	1	848	94	1	3	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.99		1.00		
Frt				0.850				0.850				
Flt Protected		0.950				0.950				0.988		0.950
Satd. Flow (prot)	0	3165	3574	1615	0	1805	3574	1553	0	1877	0	3502
Flt Permitted		0.950				0.950						0.950
Satd. Flow (perm)	0	3164	3574	1615	0	1805	3574	1532	0	1898	0	3502
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								101				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		1						1	4			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	11%	1%	0%	0%	0%	1%	4%	0%	0%	0%	0%
Adj. Flow (vph)	3	90	740	2	6	1	912	101	1	3	0	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	740	2	0	7	912	101	0	4	0	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0			0.0		0.0

Lane Group	SBT	SBR	Ø2
Lane Configurations	↓	↙	
Traffic Volume (vph)	2	130	
Future Volume (vph)	2	130	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.98	0.98	
Frt	0.854	0.850	
Flt Protected			
Satd. Flow (prot)	1489	1504	
Flt Permitted			
Satd. Flow (perm)	1489	1480	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		4	
Peak Hour Factor	0.93	0.93	
Heavy Vehicles (%)	0%	2%	
Adj. Flow (vph)	2	140	
Shared Lane Traffic (%)		49%	
Lane Group Flow (vph)	71	71	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	58.0	58.0	20.0	20.0			21.0	21.0		41.0
Total Split (%)	14.3%	14.3%	41.4%	41.4%	14.3%	14.3%			15.0%	15.0%		29.3%
Maximum Green (s)	13.0	13.0	51.0	51.0	13.0	13.0			14.0	14.0		34.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												0
Act Effct Green (s)		8.5	94.8	94.8		10.3	96.6	114.9		5.2		11.3
Actuated g/C Ratio		0.06	0.68	0.68		0.07	0.69	0.82		0.04		0.08
v/c Ratio		0.48	0.31	0.00		0.05	0.37	0.08		0.06		0.26
Control Delay		71.6	10.9	11.5		51.0	4.7	1.8		66.5		61.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		71.6	10.9	11.5		51.0	4.7	1.8		66.5		61.4
LOS		E	B	B		D	A	A		E		E
Approach Delay			17.7				4.7			66.5		
Approach LOS			B				A			E		
Queue Length 50th (ft)		42	124	1		6	88	0		4		33
Queue Length 95th (ft)		72	240	5		m24	107	4		17		57
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		293	2421	1093		167	2535	1469		189		850
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.32	0.31	0.00		0.04	0.36	0.07		0.02		0.09

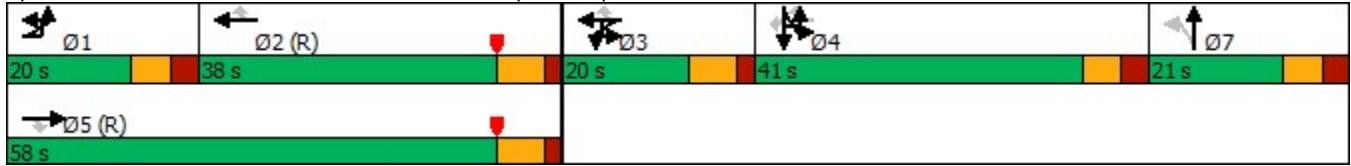
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 17.3
 Intersection LOS: B

	↓	↙	
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	38.0
Total Split (%)	29.3%	29.3%	27%
Maximum Green (s)	34.0	34.0	31.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	11.3	11.3	
Actuated g/C Ratio	0.08	0.08	
v/c Ratio	0.59	0.59	
Control Delay	80.8	81.1	
Queue Delay	0.0	0.0	
Total Delay	80.8	81.1	
LOS	F	F	
Approach Delay	74.3		
Approach LOS	E		
Queue Length 50th (ft)	67	67	
Queue Length 95th (ft)	120	118	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	361	359	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.20	0.20	
Intersection Summary			

Intersection Capacity Utilization 67.8% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke



Lanes, Volumes, Timings
19: Merrick Ave & Front St

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	190	104	84	222	48	104	249	88	118	382	113
Future Volume (vph)	71	190	104	84	222	48	104	249	88	118	382	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00	1.00			0.99		1.00		
Frt			0.850		0.973			0.961				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	1756	1507	1668	3232	0	1685	3330	0	1745	3574	1546
Flt Permitted	0.577			0.632			0.515			0.505		
Satd. Flow (perm)	1022	1756	1487	1108	3232	0	913	3330	0	924	3574	1546
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		14							
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		552			635			457			1121	
Travel Time (s)		9.4			10.8			7.8			19.1	
Confl. Peds. (#/hr)	1		1	1		1			2	2		
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	0%	0%	0%	0%	1%	1%
Parking (#/hr)									0			
Adj. Flow (vph)	75	200	109	88	234	51	109	262	93	124	402	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	200	109	88	285	0	109	355	0	124	402	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	100
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	12.0		5.0	12.0	12.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	20.0		10.0	20.0	20.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		1			0			0	0
Act Effct Green (s)	26.1	17.0	17.0	25.9	16.9		29.9	19.1		32.5	20.4	20.4
Actuated g/C Ratio	0.34	0.22	0.22	0.34	0.22		0.39	0.25		0.42	0.27	0.27
v/c Ratio	0.18	0.52	0.27	0.21	0.40		0.25	0.43		0.26	0.42	0.29
Control Delay	16.5	33.5	9.2	16.8	27.4		15.9	28.3		15.6	26.9	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	16.5	33.5	9.2	16.8	27.4		15.9	28.3		15.6	26.9	28.2
LOS	B	C	A	B	C		B	C		B	C	C
Approach Delay		23.3			24.9			25.4			25.0	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	21	84	3	25	57		28	74		32	82	45
Queue Length 95th (ft)	56	177	45	63	112		77	150		86	164	115
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	552	846	768	564	1565		600	2954		619	3170	1371
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.14	0.24	0.14	0.16	0.18		0.18	0.12		0.20	0.13	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 76.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 24.7









Intersection Capacity Utilization 54.0%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A

Splits and Phases: 19: Merrick Ave & Front St

 Ø1	 Ø2	 Ø3	 Ø4
21 s	43 s	21 s	78 s
 Ø5	 Ø6	 Ø7	 Ø8
21 s	43 s	21 s	78 s

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	308	100	178	302	32	105	276	184	45	324	38
Future Volume (vph)	68	308	100	178	302	32	105	276	184	45	324	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.96	0.99	1.00			0.99		1.00		
Frt			0.850		0.986			0.940			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1881	1615	1787	1851	0	1805	1738	0	1805	1847	0
Flt Permitted	0.550			0.297			0.246			0.487		
Satd. Flow (perm)	1037	1881	1550	554	1851	0	467	1738	0	924	1847	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								29			4	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	4		7	7		4			1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	0%	3%	0%	0%	1%	3%
Parking (#/hr)						0						
Adj. Flow (vph)	72	324	105	187	318	34	111	291	194	47	341	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	324	105	187	352	0	111	485	0	47	381	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	0	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
20: Uniondale Ave & Front St

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		18.0	18.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0	0		0			2		1	1	
Act Effct Green (s)	22.6	22.6	22.6	38.2	37.2		39.3	38.3		24.2	24.2	
Actuated g/C Ratio	0.26	0.26	0.26	0.43	0.42		0.45	0.44		0.28	0.28	
v/c Ratio	0.27	0.67	0.26	0.50	0.45		0.32	0.63		0.19	0.74	
Control Delay	30.9	37.9	29.5	21.4	20.8		18.6	23.5		29.6	40.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.9	37.9	29.5	21.4	20.8		18.6	23.5		29.6	40.4	
LOS	C	D	C	C	C		B	C		C	D	
Approach Delay		35.1			21.0			22.6			39.2	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	32	163	47	64	137		35	188		20	188	
Queue Length 95th (ft)	77	284	100	122	236		82	363		58	#357	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	673	1221	1006	415	1525		398	977		327	657	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.27	0.10	0.45	0.23		0.28	0.50		0.14	0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 87.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 28.7
 Intersection LOS: C

Intersection Capacity Utilization 82.1% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 20: Uniondale Ave & Front St



Lanes, Volumes, Timings
 21: California Ave & Front St

FB B Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	504	10	8	421	19	18	14	14	25	32	15
Future Volume (vph)	20	504	10	8	421	19	18	14	14	25	32	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.98			0.99	
Frt		0.997			0.994			0.959			0.972	
Flt Protected	0.950			0.950				0.981			0.983	
Satd. Flow (prot)	1685	1767	0	1685	1744	0	0	1892	0	0	2039	0
Flt Permitted	0.485			0.430				0.840			0.864	
Satd. Flow (perm)	859	1767	0	760	1744	0	0	1607	0	0	1789	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	4		11	11		4	10		2	2		10
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	22	542	11	9	453	20	19	15	15	27	34	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	553	0	9	473	0	0	49	0	0	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	6		0	6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		15.5	15.5		15.5	15.5	
Total Split (s)	61.0	61.0		61.0	61.0		28.5	28.5		28.5	28.5	
Total Split (%)	68.2%	68.2%		68.2%	68.2%		31.8%	31.8%		31.8%	31.8%	
Maximum Green (s)	55.0	55.0		55.0	55.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)							4	4		1	1	
Act Effct Green (s)	39.2	39.2		39.2	39.2			11.7			11.7	
Actuated g/C Ratio	0.75	0.75		0.75	0.75			0.22			0.22	
v/c Ratio	0.03	0.42		0.02	0.36			0.14			0.19	
Control Delay	6.0	7.4		5.9	6.8			19.0			19.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	6.0	7.4		5.9	6.8			19.0			19.3	
LOS	A	A		A	A			B			B	
Approach Delay		7.3			6.8			19.0			19.3	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)	2	87		1	70			12			20	
Queue Length 95th (ft)	13	220		7	180			40			56	
Internal Link Dist (ft)		178			181			328			459	
Turn Bay Length (ft)	45			50								
Base Capacity (vph)	822	1691		727	1669			728			810	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.03	0.33		0.01	0.28			0.07			0.10	

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 52.6
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 8.4

Intersection Capacity Utilization 47.2%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 21: California Ave & Front St















Lanes, Volumes, Timings
 22: Peninsula Blvd/Bennett Ave & Fulton Ave

FB B Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	56	528	0	339	591	26	1	24	153	0	18	173
Future Volume (vph)	56	528	0	339	591	26	1	24	153	0	18	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.99			1.00	1.00			1.00				1.00
Frt					0.994							0.966
Flt Protected	0.950			0.950				0.950				0.996
Satd. Flow (prot)	1805	3539	0	1770	3540	0	0	1805	1881	0	0	3462
Flt Permitted	0.385			0.342				0.523				0.910
Satd. Flow (perm)	722	3539	0	636	3540	0	0	993	1881	0	0	3163
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	23		4	4		23		1				
Confl. Bikes (#/hr)						3						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	2%	1%	4%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	64	600	0	385	672	30	1	27	174	0	20	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	600	0	385	702	0	0	28	174	0	0	280
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	30	0		20	0		20	20	30		20	6
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	55
Future Volume (vph)	55
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.88
Heavy Vehicles (%)	0%
Adj. Flow (vph)	63
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		14.0	14.0	14.0		14.0	14.0
Total Split (s)	26.0	41.0		26.0	41.0		33.0	33.0	33.0		33.0	33.0
Total Split (%)	26.0%	41.0%		26.0%	41.0%		33.0%	33.0%	33.0%		33.0%	33.0%
Maximum Green (s)	21.0	35.0		21.0	35.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		0					1	1	1			
Act Effct Green (s)	57.8	47.3		73.3	57.9			15.6	15.6			15.6
Actuated g/C Ratio	0.58	0.47		0.73	0.58			0.16	0.16			0.16
v/c Ratio	0.12	0.36		0.55	0.34			0.18	0.59			0.57
Control Delay	14.1	32.6		8.7	13.2			29.1	37.4			42.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.3			0.0
Total Delay	14.1	32.6		8.7	13.2			29.1	37.7			42.6
LOS	B	C		A	B			C	D			D
Approach Delay		30.8			11.6				36.5			42.6
Approach LOS		C			B				D			D
Queue Length 50th (ft)	21	170		65	107			10	65			90
Queue Length 95th (ft)	m58	271		154	208			23	92			111
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	720	1713		728	2051			268	507			854
Starvation Cap Reductn	0	0		0	0			0	78			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.09	0.35		0.53	0.34			0.10	0.41			0.33

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

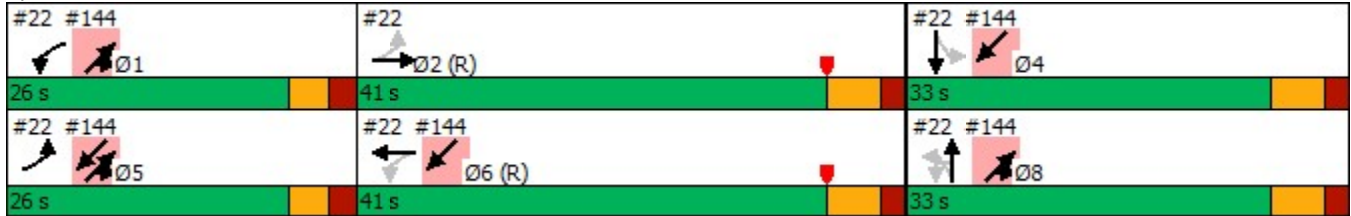
Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 23.5
 Intersection Capacity Utilization 74.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service D













Splits and Phases: 22: Peninsula Blvd/Bennett Ave & Fulton Ave



Lanes, Volumes, Timings
23: Clinton St & Fulton Ave

FB B Saturday Evening peak hour
05/23/2024









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	464	28	64	495	120	31	333	78	118	540	81
Future Volume (vph)	79	464	28	64	495	120	31	333	78	118	540	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98	1.00		0.99	0.99		1.00	0.99		0.99	1.00	
Frt		0.991			0.971			0.971			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3505	0	1805	3418	0	1805	3451	0	1787	3490	0
Flt Permitted	0.163			0.290			0.313			0.370		
Satd. Flow (perm)	305	3505	0	547	3418	0	592	3451	0	690	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			30			29			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	53		20	20		53	15		17	17		15
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	0%	1%	2%	0%	1%	1%	1%	1%	1%
Parking (#/hr)						0						
Adj. Flow (vph)	93	546	33	75	582	141	36	392	92	139	635	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	579	0	75	723	0	36	484	0	139	730	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	15.0	35.0		15.0	35.0		15.0	35.0		15.0	35.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	9.0	29.0		9.0	29.0		9.0	29.0		9.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	0.2	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		5			6			7			18	
Act Effct Green (s)	32.7	26.0		31.4	25.3		42.6	37.0		49.5	43.8	
Actuated g/C Ratio	0.33	0.26		0.31	0.25		0.43	0.37		0.50	0.44	
v/c Ratio	0.43	0.63		0.29	0.81		0.11	0.37		0.32	0.47	
Control Delay	24.9	35.3		14.9	32.6		16.7	25.0		17.6	24.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.9	35.3		14.9	32.6		16.7	25.0		17.6	24.1	
LOS	C	D		B	C		B	C		B	C	
Approach Delay		33.9			31.0			24.4			23.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	37	166		16	222		12	117		49	190	
Queue Length 95th (ft)	60	202		22	191		30	163		87	254	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	238	1027		291	1012		381	1303		443	1538	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.56		0.26	0.71		0.09	0.37		0.31	0.47	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 50 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 28.1
 Intersection Capacity Utilization 76.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D













Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1 15 s	 Ø2 (R) 35 s	 Ø3 15 s	 Ø4 35 s
 Ø5 15 s	 Ø6 (R) 35 s	 Ø7 15 s	 Ø8 35 s

Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	360	98	49	413	71	82	489	45	64	592	144
Future Volume (vph)	117	360	98	49	413	71	82	489	45	64	592	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98		0.97		0.99		1.00	1.00		0.99	1.00	
Frt			0.850		0.980			0.987			0.971	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1626	3610	1599	0	3353	0	1624	3428	0	1624	3302	0
Flt Permitted	0.229				0.861		0.201			0.428		
Satd. Flow (perm)	385	3610	1544	0	2898	0	343	3428	0	724	3302	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	33		18	18		33	8		19	19		8
Confl. Bikes (#/hr)			1			2			2			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	0%	1%	0%	1%	0%	0%	0%	2%	0%	1%	7%
Parking (#/hr)						0						
Adj. Flow (vph)	130	400	109	54	459	79	91	543	50	71	658	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	400	109	0	592	0	91	593	0	71	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		3	3		6			6		11		11
Act Effct Green (s)	36.8	34.8	34.8		22.2		45.2	43.2		34.6		34.6
Actuated g/C Ratio	0.41	0.39	0.39		0.25		0.50	0.48		0.38		0.38
v/c Ratio	0.47	0.29	0.18		0.83		0.35	0.36		0.26		0.65
Control Delay	22.2	19.1	18.2		43.0		16.9	16.2		25.7		27.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	22.2	19.1	18.2		43.0		16.9	16.2		25.7		27.5
LOS	C	B	B		D		B	B		C		C
Approach Delay		19.6			43.0			16.3				27.4
Approach LOS		B			D			B				C
Queue Length 50th (ft)	43	74	37		161		29	117		30		218
Queue Length 95th (ft)	85	115	76		#245		52	146		66		279
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	283	1396	597		763		286	1714		289		1320
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	0.46	0.29	0.18		0.78		0.32	0.35		0.25		0.62

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 6 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70




















Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 26.2
 Intersection Capacity Utilization 82.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 24: N Franklin St & Fulton Ave















Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave

FB B Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	265	39	4	250	420	190	0	384	184	131	488
Future Volume (vph)	0	265	39	4	250	420	190	0	384	184	131	488
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.97		0.99		1.00	1.00
Frt		0.981					0.850		0.951			0.990
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3418	0	0	1745	3610	1830	0	3165	0	1624	3172
Flt Permitted					0.950						0.245	
Satd. Flow (perm)	0	3418	0	0	1744	3610	1783	0	3165	0	418	3172
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		18					146		91			11
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	12		1		1		12	26		4	4	
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	0	305	45	5	287	483	218	0	441	211	151	561
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	350	0	0	292	483	218	0	652	0	151	601
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	35
Future Volume (vph)	35
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	26
Confl. Bikes (#/hr)	
Peak Hour Factor	0.87
Heavy Vehicles (%)	3%
Adj. Flow (vph)	40
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		25.5		11.5	25.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		9				1			0			4
Act Effct Green (s)		15.4			24.7	45.7	51.9		21.6		33.3	33.3
Actuated g/C Ratio		0.17			0.27	0.51	0.58		0.24		0.37	0.37
v/c Ratio		0.58			0.61	0.26	0.20		0.79		0.63	0.51
Control Delay		35.9			38.4	13.5	3.1		34.9		41.0	23.0
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		35.9			38.4	13.5	3.1		34.9		41.0	23.0
LOS		D			D	B	A		C		D	C
Approach Delay		35.9				18.5			34.9			26.6
Approach LOS		D				B			C			C
Queue Length 50th (ft)		94			138	75	13		161		60	137
Queue Length 95th (ft)		117			#345	117	42		200		91	160
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		905			479	1832	1173		996		314	1503
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		0.39			0.61	0.26	0.19		0.65		0.48	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 44 (49%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

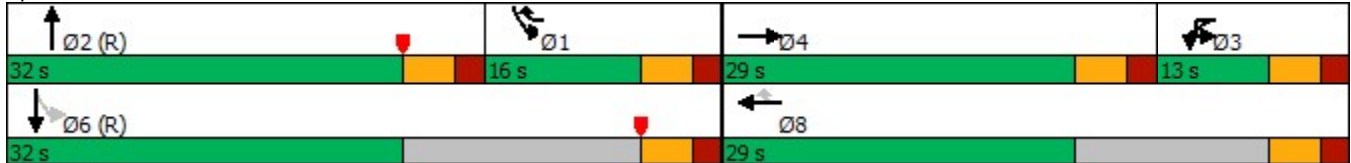
Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 26.9
 Intersection Capacity Utilization 69.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 25: Franklin Ave & Stewart Ave



Lanes, Volumes, Timings
 26: Franklin Ave/Mineola Blvd & Old Country Rd

FB B Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	645	189	286	687	137	126	289	166	104	226	28
Future Volume (vph)	72	645	189	286	687	137	126	289	166	104	226	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.99			0.99		1.00		1.00		
Frt			0.850			0.850		0.945			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1586	3421	1516	1685	3455	1546	1694	3282	0	1685	3403	0
Flt Permitted	0.368			0.234			0.447			0.211		
Satd. Flow (perm)	614	3421	1497	415	3455	1524	797	3282	0	374	3403	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								81			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	1					1			1	1		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	2%	3%	0%	1%	1%	3%	0%	0%	0%	1%	0%
Parking (#/hr)												0
Adj. Flow (vph)	78	701	205	311	747	149	137	314	180	113	246	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	701	205	311	747	149	137	494	0	113	276	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	6	6	30	6	6	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex				Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0				0.0							
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0	
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%	
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	59.4	51.9	65.0	86.4	73.0	84.9	36.7	23.7		34.4	22.5	
Actuated g/C Ratio	0.42	0.37	0.46	0.62	0.52	0.61	0.26	0.17		0.25	0.16	
v/c Ratio	0.25	0.55	0.29	0.61	0.41	0.16	0.47	0.80		0.56	0.50	
Control Delay	17.7	38.8	22.7	19.6	23.0	11.4	41.4	56.0		46.2	54.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	17.7	38.8	22.7	19.6	23.0	11.4	41.4	56.0		46.2	54.2	
LOS	B	D	C	B	C	B	D	E		D	D	
Approach Delay		33.7			20.7			52.9			51.9	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	27	267	105	126	211	49	96	194		78	118	
Queue Length 95th (ft)	61	378	179	222	323	98	137	244		115	156	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	420	1281	740	514	1801	982	336	995		263	978	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.19	0.55	0.28	0.61	0.41	0.15	0.41	0.50		0.43	0.28	









Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 73 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 34.8
 Intersection Capacity Utilization 73.2%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 26: Franklin Ave/Mineola Blvd & Old Country Rd

 Ø1 23 s	 Ø2 (R) 48 s	 Ø3 23 s	 Ø4 46 s
 Ø5 23 s	 Ø6 (R) 48 s	 Ø7 23 s	 Ø8 46 s

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	156	1124	38	265	1270	450	30	184	221	347	236
Future Volume (vph)	1	156	1124	38	265	1270	450	30	184	221	347	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		375		245	250		0	95		235	300	
Storage Lanes		1		1	2		1	1		1	2	
Taper Length (ft)		85			110			130			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00		0.99	1.00		0.98	1.00				
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3502	5136	1495	3502	6471	1615	1687	3505	1599	3433	3505
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3499	5136	1476	3499	6471	1587	1686	3505	1599	3433	3505
Right Turn on Red				Yes			No			Yes		
Satd. Flow (RTOR)				225						143		
Link Speed (mph)			30			40			30			30
Link Distance (ft)			566			700			662			581
Travel Time (s)			12.9			11.9			15.0			13.2
Confl. Peds. (#/hr)		4		4	4		4	1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	1%	8%	0%	1%	0%	7%	3%	1%	2%	3%
Adj. Flow (vph)	1	181	1307	44	308	1477	523	35	214	257	403	274
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	182	1307	44	308	1477	523	35	214	257	403	274
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	155
Future Volume (vph)	155
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1594
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.86
Heavy Vehicles (%)	0%
Adj. Flow (vph)	180
Shared Lane Traffic (%)	
Lane Group Flow (vph)	180
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	5	2		1	6		3	8	1	7	4
Permitted Phases				Free			6 7			8		
Detector Phase	5	5	2		1	6	6 7	3	8	1	7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0		5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.0	9.0	26.0		9.0	26.0		11.0	16.0	9.0	11.0	16.0
Total Split (s)	27.0	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0
Total Split (%)	16.9%	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%
Maximum Green (s)	21.0	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None
Walk Time (s)	5.0	5.0	7.0			7.0			7.0			7.0
Flash Dont Walk (s)	7.0	7.0	28.0			28.0			33.0			33.0
Pedestrian Calls (#/hr)	0	0	0			0			1			1
Act Effct Green (s)		12.7	72.2	160.0	21.5	81.1	111.0	7.8	19.3	45.9	23.9	36.6
Actuated g/C Ratio		0.08	0.45	1.00	0.13	0.51	0.69	0.05	0.12	0.29	0.15	0.23
v/c Ratio		0.66	0.56	0.03	0.65	0.45	0.48	0.43	0.51	0.46	0.79	0.34
Control Delay		82.8	34.9	0.0	81.1	16.6	7.5	88.5	68.4	21.9	76.8	52.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay		82.8	34.9	0.0	81.1	16.6	7.7	88.5	68.4	21.9	76.8	52.0
LOS		F	C	A	F	B	A	F	E	C	E	D
Approach Delay			39.6			23.2			46.2			60.9
Approach LOS			D			C			D			E
Queue Length 50th (ft)		96	345	0	172	139	100	36	115	99	213	135
Queue Length 95th (ft)		130	473	0	#261	199	134	73	127	147	251	136
Internal Link Dist (ft)			486			620			582			501
Turn Bay Length (ft)		375		245	250			95		235	300	
Base Capacity (vph)		459	2318	1476	471	3279	1151	168	920	560	622	1195
Starvation Cap Reductn		0	0	0	0	0	154	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.40	0.56	0.03	0.65	0.45	0.52	0.21	0.23	0.46	0.65	0.23

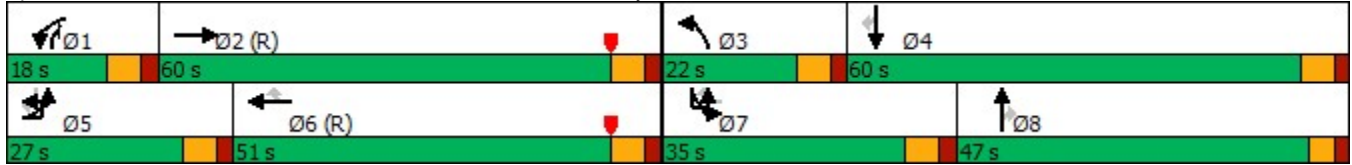
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 36.5
 Intersection LOS: D

Lane Group	SBR
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	55.3
Actuated g/C Ratio	0.35
v/c Ratio	0.33
Control Delay	39.0
Queue Delay	0.0
Total Delay	39.0
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	149
Queue Length 95th (ft)	150
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	633
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.28
Intersection Summary	




























Intersection Capacity Utilization 70.9% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lanes, Volumes, Timings
 28: Merchants Concourse/Ellison Ave & Old Country Rd

FB B Saturday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 				 	
Traffic Volume (vph)	65	902	220	113	709	58	224	105	168	111	78	36
Future Volume (vph)	65	902	220	113	709	58	224	105	168	111	78	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98	1.00	1.00		1.00		0.98		0.99	
Frt			0.850		0.989				0.850		0.976	
Flt Protected	0.950			0.950			0.950				0.976	
Satd. Flow (prot)	1805	5136	1615	1752	5072	0	3502	1900	1615	0	3417	0
Flt Permitted	0.312			0.229			0.950				0.976	
Satd. Flow (perm)	590	5136	1586	422	5072	0	3490	1900	1581	0	3403	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			239		9				100			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	7		3	3		7	3		6	6		3
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	3%	1%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	71	980	239	123	771	63	243	114	183	121	85	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	980	239	123	834	0	243	114	183	0	245	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		1	1				1	1				
Act Effct Green (s)	94.7	86.8	86.8	103.3	91.2		19.3	19.3	31.5		17.6	
Actuated g/C Ratio	0.59	0.54	0.54	0.65	0.57		0.12	0.12	0.20		0.11	
v/c Ratio	0.17	0.35	0.25	0.33	0.29		0.58	0.50	0.46		0.65	
Control Delay	13.2	22.9	3.6	14.2	19.2		71.1	72.1	24.9		76.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	13.2	22.9	3.6	14.2	19.2		71.1	72.1	24.9		76.3	
LOS	B	C	A	B	B		E	E	C		E	
Approach Delay		18.8			18.5			55.7			76.3	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	24	202	0	43	152		127	115	72		131	
Queue Length 95th (ft)	60	315	55	96	241		159	167	127		176	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	537	2787	969	443	2895		853	463	467		435	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.13	0.35	0.25	0.28	0.29		0.28	0.25	0.39		0.56	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 13 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65

Intersection Signal Delay: 29.9



Intersection LOS: C

Intersection Capacity Utilization 59.1%













ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1 26 s	 Ø2 (R) 63 s	 Ø3 26 s	 Ø4 45 s
 Ø5 26 s	 Ø6 (R) 63 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	845	154	325	611	36	119	259	430	103	269	133
Future Volume (vph)	138	845	154	325	611	36	119	259	430	103	269	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00					0.99
Frt		0.977			0.992			0.932	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5049	0	3433	3545	0	1770	3191	1455	1787	3539	1615
Flt Permitted	0.950			0.950			0.421			0.179		
Satd. Flow (perm)	1786	5049	0	3431	3545	0	783	3191	1455	337	3539	1592
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			145	112			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)	1		1	1		1	2					2
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	1%	2%	1%	0%	2%	1%	1%	1%	2%	0%
Adj. Flow (vph)	153	939	171	361	679	40	132	288	478	114	299	148
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	153	1110	0	361	719	0	132	527	239	114	299	148
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		1			0						0	
Act Effct Green (s)	16.3	62.4		19.0	65.1		35.3	23.0	48.0	33.8	22.3	38.6
Actuated g/C Ratio	0.12	0.45		0.14	0.46		0.25	0.16	0.34	0.24	0.16	0.28
v/c Ratio	0.74	0.49		0.78	0.44		0.47	0.82	0.42	0.57	0.53	0.33
Control Delay	79.5	30.4		70.0	28.3		42.0	50.9	18.8	47.3	56.8	36.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.5	30.4		70.0	28.3		42.0	50.9	18.8	47.3	56.8	36.1
LOS	E	C		E	C		D	D	B	D	E	D
Approach Delay		36.3			42.2			41.0			49.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	137	258		165	225		93	190	93	79	133	101
Queue Length 95th (ft)	204	371		212	350		132	243	152	116	171	137
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	293	2252		568	1651		311	928	612	236	910	519
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.49		0.64	0.44		0.42	0.57	0.39	0.48	0.33	0.29




Intersection Summary




























Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82













Intersection Signal Delay: 41.0
 Intersection Capacity Utilization 77.6%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
29 s	49 s	20 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
29 s	49 s	20 s	42 s

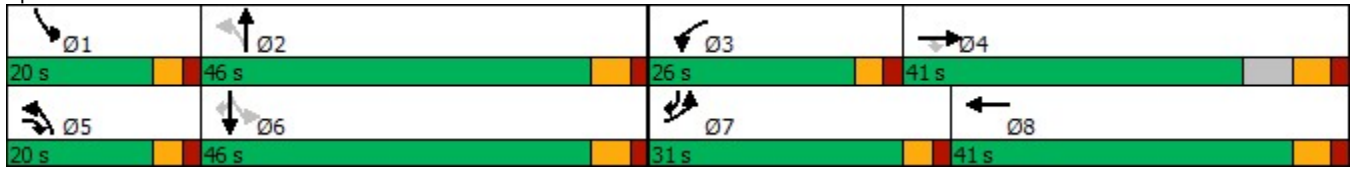
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (vph)	264	102	68	3	95	89	61	397	1	140	436	273
Future Volume (vph)	264	102	68	3	95	89	61	397	1	140	436	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt			0.850		0.927						0.983	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	3610	1615	1805	3330	0	1805	3610	0	1745	3358	1379
Flt Permitted	0.950			0.950			0.384			0.346		
Satd. Flow (perm)	3502	3610	1615	1805	3330	0	730	3610	0	635	3358	1379
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			78									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%	3%
Adj. Flow (vph)	303	117	78	3	109	102	70	456	1	161	501	314
Shared Lane Traffic (%)												21%
Lane Group Flow (vph)	303	117	78	3	211	0	70	457	0	161	567	248
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	12.8	27.2	40.1	4.8	10.9		26.0	18.3		31.8	23.1	42.1
Actuated g/C Ratio	0.17	0.37	0.54	0.07	0.15		0.35	0.25		0.43	0.31	0.57
v/c Ratio	0.50	0.09	0.09	0.03	0.43		0.20	0.51		0.39	0.54	0.32
Control Delay	31.7	17.7	3.4	39.0	33.2		14.2	27.2		15.9	25.0	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	31.7	17.7	3.4	39.0	33.2		14.2	27.2		15.9	25.0	10.9
LOS	C	B	A	D	C		B	C		B	C	B
Approach Delay		24.0			33.3			25.5			19.9	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	62	16	0	1	45		17	91		41	118	62
Queue Length 95th (ft)	116	45	22	10	90		44	159		89	198	125
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	1265	2006	1093	526	1619		550	2006		520	1866	1045
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.24	0.06	0.07	0.01	0.13		0.13	0.23		0.31	0.30	0.24

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 73.7
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 23.4
 Intersection Capacity Utilization 52.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A













Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd



Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB B Saturday Evening peak hour
 05/23/2024







Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	332	11	6	197	94	10	45	44	523	59	539
Future Volume (vph)	180	332	11	6	197	94	10	45	44	523	59	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Frt		0.995			0.952				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.961	
Satd. Flow (prot)	1787	6503	0	1805	4840	0	1805	1810	1615	1643	3299	2814
Flt Permitted	0.503			0.510			0.950			0.950	0.961	
Satd. Flow (perm)	946	6503	0	969	4840	0	1805	1810	1615	1643	3299	2814
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			86				70			586
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	0%	3%	0%	0%	5%	0%	0%	4%	1%
Adj. Flow (vph)	196	361	12	7	214	102	11	49	48	568	64	586
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	196	373	0	7	316	0	11	49	48	284	348	586
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	83.0	74.3		67.1	62.3		10.4	10.4	13.6	31.4	31.4	52.1
Actuated g/C Ratio	0.59	0.53		0.48	0.44		0.07	0.07	0.10	0.22	0.22	0.37
v/c Ratio	0.30	0.11		0.01	0.14		0.08	0.37	0.22	0.77	0.47	0.41
Control Delay	16.9	19.1		18.2	20.1		60.2	68.7	4.9	64.6	48.3	2.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	19.1		18.2	20.1		60.2	68.7	4.9	64.6	48.3	2.5
LOS	B	B		B	C		E	E	A	E	D	A
Approach Delay		18.3			20.0			39.5			30.1	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	82	50		3	45		10	43	0	268	152	0
Queue Length 95th (ft)	152	79		12	84		30	85	11	360	189	33
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	673	3452		656	2201		386	387	365	392	786	1480
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.11		0.01	0.14		0.03	0.13	0.13	0.72	0.44	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 26.1
 Intersection Capacity Utilization 79.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave

 Ø1	 Ø2 (R)	 Ø3	 Ø4
24 s	44 s	36 s	36 s
 Ø5	 Ø6 (R)		
24 s	44 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	32	343	95	174	427	60	3	107	173	88	1	94
Future Volume (vph)	32	343	95	174	427	60	3	107	173	88	1	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		0.98		1.00
Frt		0.967			0.982					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1752	4919	0	3335	5085	0	0	1788	3574	2814	0	1770
Flt Permitted	0.950			0.950				0.477				0.623
Satd. Flow (perm)	1751	4919	0	3324	5085	0	0	897	3574	2771	0	1158
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		49			18					105		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	1		2	2		1		1		3		3
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	1%	4%	5%	0%	0%	0%	1%	1%	1%	0%	2%
Adj. Flow (vph)	38	408	113	207	508	71	4	127	206	105	1	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	521	0	207	579	0	0	131	206	105	0	113
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		pm+pt	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6		3	3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		3	3	8	1	7	7
Switch Phase												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	221	43
Future Volume (vph)	221	43
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1615
Flt Permitted		
Satd. Flow (perm)	3574	1594
Right Turn on Red		Yes
Satd. Flow (RTOR)		70
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.84	0.84
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	263	51
Shared Lane Traffic (%)		
Lane Group Flow (vph)	263	51
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5
Switch Phase		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

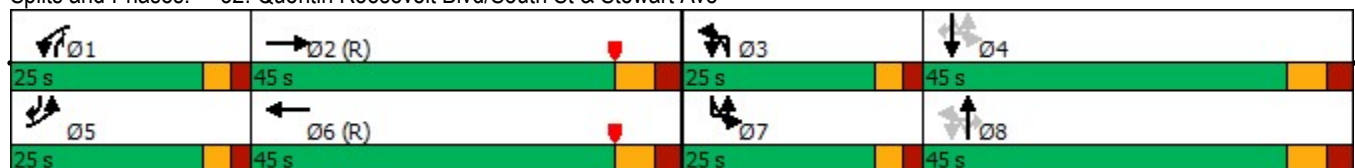
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	32.0		5.0	32.0		5.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		10.0	10.0	44.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		25.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		17.9%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		20.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0				0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0				5.0	7.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									30.0			
Pedestrian Calls (#/hr)									1			
Act Effct Green (s)	8.5	68.7		14.0	76.2				36.3	20.9	36.9	34.4
Actuated g/C Ratio	0.06	0.49		0.10	0.54				0.26	0.15	0.26	0.25
v/c Ratio	0.36	0.21		0.62	0.21				0.41	0.39	0.13	0.33
Control Delay	71.7	20.8		68.6	18.7				40.0	54.3	5.0	38.2
Queue Delay	0.0	0.0		0.0	0.0				0.0	0.0	0.0	0.0
Total Delay	71.7	20.8		68.6	18.7				40.0	54.3	5.0	38.2
LOS	E	C		E	B				D	D	A	D
Approach Delay		24.3			31.8				38.3			
Approach LOS		C			C				D			
Queue Length 50th (ft)	34	83		94	91				95	92	0	81
Queue Length 95th (ft)	67	141		124	154				108	105	15	96
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350					200			200
Base Capacity (vph)	250	2437		476	2777				383	970	928	418
Starvation Cap Reductn	0	0		0	0				0	0	0	0
Spillback Cap Reductn	0	0		0	0				0	0	0	0
Storage Cap Reductn	0	0		0	0				0	0	0	0
Reduced v/c Ratio	0.15	0.21		0.43	0.21				0.34	0.21	0.11	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 34.0
 Intersection Capacity Utilization 68.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



Lane Group	↓	↙
	SBT	SBR
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	20.0	30.5
Actuated g/C Ratio	0.14	0.22
v/c Ratio	0.52	0.13
Control Delay	57.8	3.4
Queue Delay	0.0	0.0
Total Delay	57.8	3.4
LOS	E	A
Approach Delay	46.1	
Approach LOS	D	
Queue Length 50th (ft)	122	0
Queue Length 95th (ft)	130	13
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	970	529
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.27	0.10
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave













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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	463	18	337	618	48	20	245	186	53	358	150
Future Volume (vph)	110	463	18	337	618	48	20	245	186	53	358	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.994			0.989			0.938			0.960	
Flt Protected	0.950			0.950				0.998			0.995	
Satd. Flow (prot)	1770	5156	0	3467	3565	0	0	3303	0	0	3384	0
Flt Permitted	0.950			0.950				0.883			0.812	
Satd. Flow (perm)	1770	5156	0	3467	3565	0	0	2922	0	0	2761	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	1%	0%	2%	0%	2%	3%	0%	3%	0%
Adj. Flow (vph)	128	538	21	392	719	56	23	285	216	62	416	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	559	0	392	775	0	0	524	0	0	652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

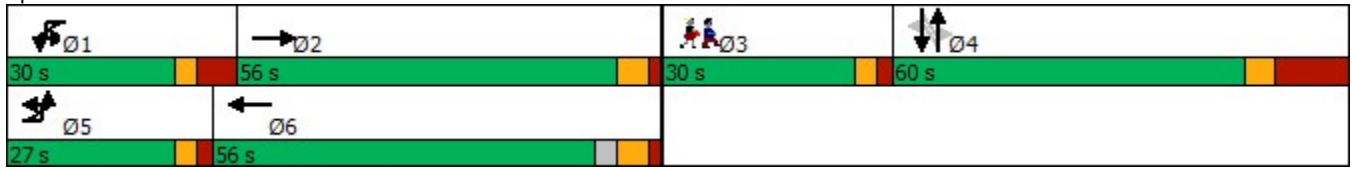
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	13.8	29.4		19.4	38.1			46.5			46.5	
Actuated g/C Ratio	0.11	0.24		0.16	0.31			0.38			0.38	
v/c Ratio	0.65	0.46		0.72	0.70			0.48			0.63	
Control Delay	69.7	40.9		58.7	41.5			32.9			36.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	69.7	40.9		58.7	41.5			32.9			36.7	
LOS	E	D		E	D			C			D	
Approach Delay		46.3			47.3			32.9			36.7	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	99	141		153	285			166			223	
Queue Length 95th (ft)	171	170		224	354			251			329	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	317	2105		622	1542			1100			1039	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.40	0.27		0.63	0.50			0.48			0.63	

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 123.5
 Natural Cycle: 125
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 42.3
 Intersection Capacity Utilization 87.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 33: Clinton Rd & Stewart Ave



Lane Group Ø3

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 1.0

Minimum Split (s) 33.0

Total Split (s) 30.0

Total Split (%) 17%

Maximum Green (s) 25.0

Yellow Time (s) 3.0

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag Lead

Lead-Lag Optimize? Yes

Vehicle Extension (s) 1.0

Recall Mode None

Walk Time (s) 10.0

Flash Dont Walk (s) 18.0

Pedestrian Calls (#/hr) 0

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn







Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings
34: Oak St & Commercial Ave

FB B Saturday Evening peak hour
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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	38	54	228	62	52	193
Future Volume (vph)	38	54	228	62	52	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3610	1182	3367	1629	3303	2787
Flt Permitted			0.728		0.950	
Satd. Flow (perm)	3610	1182	2580	1629	3303	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		60				214
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	23%	4%	5%	6%	2%
Parking (#/hr)		0		0		
Adj. Flow (vph)	42	60	253	69	58	214
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	60	253	69	58	214
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm

Lanes, Volumes, Timings
34: Oak St & Commercial Ave

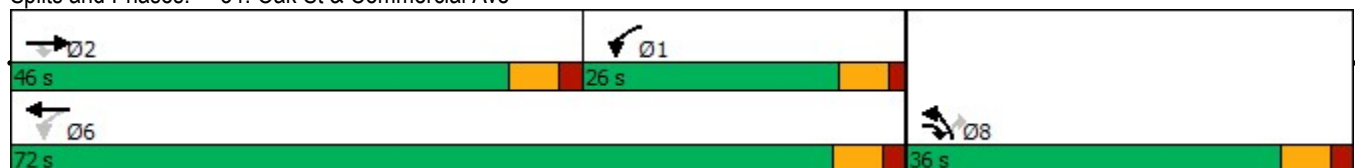
FB B Saturday Evening peak hour
05/23/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	10.0	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.2	12.1	14.4	13.9	9.2	9.2
Actuated g/C Ratio	0.35	0.34	0.41	0.39	0.26	0.26
v/c Ratio	0.03	0.14	0.19	0.11	0.07	0.24
Control Delay	9.5	2.6	6.9	6.8	11.6	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	2.6	6.9	6.8	11.6	3.6
LOS	A	A	A	A	B	A
Approach Delay	5.5			6.9	5.3	
Approach LOS	A			A	A	
Queue Length 50th (ft)	2	0	14	8	3	0
Queue Length 95th (ft)	12	8	27	21	17	21
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	3535	1027	2190	1629	2846	2431
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.06	0.12	0.04	0.02	0.09

Intersection Summary





















Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 35.3
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.24
 Intersection Signal Delay: 6.1
 Intersection Capacity Utilization 30.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB B Saturday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	215	3	24	1	7	15	1	28	132	1	3	10
Future Volume (vph)	215	3	24	1	7	15	1	28	132	1	3	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor								1.00				
Frt			0.850		0.898				0.999			
Flt Protected	0.950	0.953		0.950				0.950				0.950
Satd. Flow (prot)	1626	3264	1538	1805	2730	0	0	1805	5182	0	0	1461
Flt Permitted	0.635	0.955						0.547				0.652
Satd. Flow (perm)	1087	3270	1538	1900	2730	0	0	1037	5182	0	0	1002
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			72		17				1			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)								2				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	5%	0%	14%	21%	0%	0%	0%	0%	0%	30%
Adj. Flow (vph)	244	3	27	1	8	17	1	32	150	1	3	11
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	122	125	27	1	25	0	0	33	151	0	0	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	220	259
Future Volume (vph)	220	259
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1553
Flt Permitted		
Satd. Flow (perm)	3574	1530
Right Turn on Red		Yes
Satd. Flow (RTOR)		294
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		2
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	1%	4%
Adj. Flow (vph)	250	294
Shared Lane Traffic (%)		
Lane Group Flow (vph)	250	294
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.0	16.0	16.0	11.0	11.0		10.0	10.0	11.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)	12.9	11.8	11.8	6.8	6.8			13.7	11.9			12.7
Actuated g/C Ratio	0.34	0.31	0.31	0.18	0.18			0.36	0.31			0.33
v/c Ratio	0.23	0.12	0.05	0.00	0.05			0.07	0.09			0.04
Control Delay	11.5	10.8	0.6	19.0	12.5			9.1	11.9			9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	11.5	10.8	0.6	19.0	12.5			9.1	11.9			9.2
LOS	B	B	A	B	B			A	B			A
Approach Delay		10.1			12.8				11.4			
Approach LOS		B			B				B			
Queue Length 50th (ft)	14	7	0	0	0			3	6			1
Queue Length 95th (ft)	58	28	2	4	10			21	30			12
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	959	3149	1484	1364	1965			842	4743			691
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.13	0.04	0.02	0.00	0.01			0.04	0.03			0.02

Intersection Summary






















Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 38.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.29
 Intersection Signal Delay: 9.3
 Intersection Capacity Utilization 38.8%
 Intersection LOS: A
 ICU Level of Service A

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	16.0	10.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	10.0	22.0
Actuated g/C Ratio	0.26	0.58
v/c Ratio	0.27	0.29
Control Delay	14.8	2.1
Queue Delay	0.0	0.0
Total Delay	14.8	2.1
LOS	B	A
Approach Delay	8.0	
Approach LOS	A	
Queue Length 50th (ft)	15	0
Queue Length 95th (ft)	70	32
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	3271	1234
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.08	0.24
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	4	80	1	3	0	0	0	0	1	294	162
Future Volume (vph)	0	4	80	1	3	0	0	0	0	1	294	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor										1.00		0.99
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1773	1561	1925	1900	0	0	0	0	1685	5085	1463
Flt Permitted				0.755						0.950		
Satd. Flow (perm)	0	1773	1561	1530	1900	0	0	0	0	1681	5085	1444
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			87									176
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)	7					7	1		1	1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%
Adj. Flow (vph)	0	4	87	1	3	0	0	0	0	1	320	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	87	1	3	0	0	0	0	1	320	176
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0

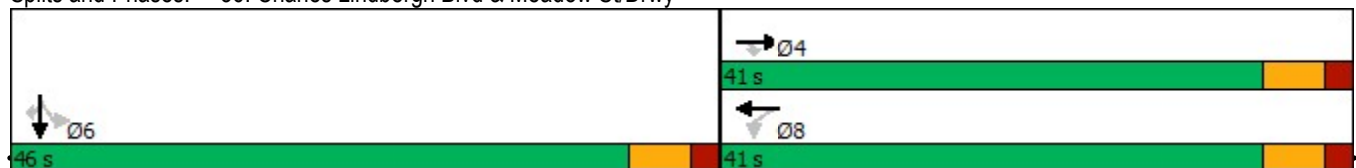
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		0	0	0	0					2	2	2
Act Effct Green (s)		8.1	8.1	8.1	8.1					31.7	31.7	31.7
Actuated g/C Ratio		0.17	0.17	0.17	0.17					0.66	0.66	0.66
v/c Ratio		0.01	0.26	0.00	0.01					0.00	0.09	0.17
Control Delay		15.5	7.2	15.0	15.3					4.0	4.4	1.6
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		15.5	7.2	15.0	15.3					4.0	4.4	1.6
LOS		B	A	B	B					A	A	A
Approach Delay		7.5			15.3						3.4	
Approach LOS		A			B						A	
Queue Length 50th (ft)		1	0	0	1					0	12	0
Queue Length 95th (ft)		7	27	3	5					1	20	17
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		1313	1178	1133	1406					1466	4435	1282
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.00	0.07	0.00	0.00					0.00	0.07	0.14







Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 47.7
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 4.1
 Intersection Capacity Utilization 49.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 36: Charles Lindbergh Blvd & Meadow St/Drwy



						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	0	1029	0	0	91	0
Future Volume (vph)	0	1029	0	0	91	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3610	0	0	3467	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3610	0	0	3467	0
Link Speed (mph)		45	30		30	
Link Distance (ft)		600	253		249	
Travel Time (s)		9.1	5.8		5.7	
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles (%)	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	0	1559	0	0	138	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1559	0	0	138	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	R NA	Left	Right	L NA	Right
Median Width(ft)		12	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 45.5% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1119	0	0	0	0	0
Future Volume (vph)	1119	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	6471	0	0	0	0	1900
Flt Permitted						
Satd. Flow (perm)	6471	0	0	0	0	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	253			189	174	
Travel Time (s)	5.8			4.3	4.0	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1695	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1695	0	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 38.4% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
 40: Hempstead Tpke & Meadowbrook Pkwy SB Off Ramp

FB B Saturday Evening peak hour
 05/23/2024

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑↑	↑		↑↑↑					↑
Traffic Volume (vph)	0	815	790	0	1450	0	0	0	0	452
Future Volume (vph)	0	815	790	0	1450	0	0	0	0	452
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		140	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	0			0			0		0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	4964	1561	0	5187	0	0	0	0	1644
Flt Permitted										
Satd. Flow (perm)	0	4964	1561	0	5187	0	0	0	0	1644
Link Speed (mph)		50			50		30		30	
Link Distance (ft)		294			391		419		491	
Travel Time (s)		4.0			5.3		9.5		11.2	
Confl. Peds. (#/hr)	6					6			4	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1072	1039	0	1908	0	0	0	0	595
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1072	1039	0	1908	0	0	0	0	595
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	R NA
Median Width(ft)		25			25		0		0	
Link Offset(ft)		0			0		0		11	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		50	15		9	15	9	15	50
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 62.7%
 Analysis Period (min) 15
 ICU Level of Service B

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (vph)	0	1070	0	0	888	0	0	0	223	0	0	850
Future Volume (vph)	0	1070	0	0	888	0	0	0	223	0	0	850
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		140
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt Protected									0.865			0.865
Satd. Flow (prot)	0	5187	0	0	5187	0	0	0	1863	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	5187	0	0	5187	0	0	0	1863	0	0	1644
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		204			435			301			361	
Travel Time (s)		2.8			5.9			6.8			8.2	
Confl. Peds. (#/hr)			1	1			2					2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1202	0	0	998	0	0	0	251	0	0	924
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1202	0	0	998	0	0	0	251	0	0	924
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Left	R NA	Left	Left	R NA
Median Width(ft)		6			6			0			0	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 76.7%
 Analysis Period (min) 15
 ICU Level of Service D







HCM Unsignalized Intersection Capacity Analysis

FB B Saturday Evening peak hour

41: Meadowbrook Pkwy NB Off Ramp/Meadowbrook Pkwy NB Off Ramp & Hempstead Tpke

05/23/2024







Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (veh/h)	0	1070	0	0	888	0	0	0	223	0	0	850
Future Volume (Veh/h)	0	1070	0	0	888	0	0	0	223	0	0	850
Sign Control		Free			Free			Stop			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.92	0.92	0.92
Hourly flow rate (vph)	0	1202	0	0	998	0	0	0	251	0	0	924
Pedestrians		2						1				
Lane Width (ft)		12.0						16.0				
Walking Speed (ft/s)		3.5						3.5				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					654							
pX, platoon unblocked	0.90						0.90	0.90		0.90	0.90	0.90
vC, conflicting volume	998			1203			2462	2201	402	1650	2201	335
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	623			1203			2244	1955	402	1345	1955	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	58	100	100	6
cM capacity (veh/h)	874			586			1	58	603	59	58	984
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NE 1	SW 1				
Volume Total	401	401	401	333	333	333	251	924				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	0	0	0	0	251	924				
cSH	1700	1700	1700	1700	1700	1700	603	984				
Volume to Capacity	0.24	0.24	0.24	0.20	0.20	0.20	0.42	0.94				
Queue Length 95th (ft)	0	0	0	0	0	0	51	381				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	15.2	36.7				
Lane LOS							C	E				
Approach Delay (s)	0.0			0.0			15.2	36.7				
Approach LOS							C	E				
Intersection Summary												
Average Delay			11.2									
Intersection Capacity Utilization			76.7%		ICU Level of Service				D			
Analysis Period (min)			15									

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	815	0	0	1450	0	512
Future Volume (vph)	815	0	0	1450	0	512
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	16
Storage Length (ft)		0	0		0	140
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	5014	0	0	5014	0	1863
Flt Permitted						
Satd. Flow (perm)	5014	0	0	5014	0	1863
Link Speed (mph)	50			50	30	
Link Distance (ft)	391			133	260	
Travel Time (s)	5.3			1.8	5.9	
Confl. Peds. (#/hr)					1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	886	0	0	1576	0	557
Shared Lane Traffic (%)						
Lane Group Flow (vph)	886	0	0	1576	0	557
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	11	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 62.7% ICU Level of Service B
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.







						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		
Traffic Volume (vph)	1070	257	0	1737	0	0
Future Volume (vph)	1070	257	0	1737	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	0.86	1.00	1.00
Flt	0.971					
Flt Protected						
Satd. Flow (prot)	4869	0	0	6536	0	0
Flt Permitted						
Satd. Flow (perm)	4869	0	0	6536	0	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	225			204	220	
Travel Time (s)	3.1			2.8	5.0	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	1446	347	0	2347	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1793	0	0	2347	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	6			6	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 29.7% ICU Level of Service A
 Analysis Period (min) 15















HCM Unsignalized Intersection Capacity Analysis
 43: Meadowbrook Pkwy NB On Ramp & Hempstead Tpke









FB B Saturday Evening peak hour
 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↑↑↑			
Traffic Volume (veh/h)	1070	257	0	1737	0	0	
Future Volume (Veh/h)	1070	257	0	1737	0	0	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.74	0.74	0.74	0.74	0.92	0.92	
Hourly flow rate (vph)	1446	347	0	2347	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)				858			
pX, platoon unblocked							
vC, conflicting volume			1793		2206	656	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			1793		2206	656	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	100	
cM capacity (veh/h)			350		38	408	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	578	578	636	587	587	587	587
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	347	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.34	0.34	0.37	0.35	0.35	0.35	0.35
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							
Approach Delay (s)	0.0			0.0			
Approach LOS							
Intersection Summary							
Average Delay			0.0				
Intersection Capacity Utilization			29.7%		ICU Level of Service		A
Analysis Period (min)			15				

Lanes, Volumes, Timings
 44: Front St/Drwy & 4th St & Hempstead Tpke

FB B Saturday Evening peak hour
 05/23/2024

								
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR
Lane Configurations								
Traffic Volume (vph)	923	40	54	246	1048	230	8	0
Future Volume (vph)	923	40	54	246	1048	230	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	12
Storage Length (ft)		55		150		205		0
Storage Lanes		1		2		1		1
Taper Length (ft)				85				
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.88	1.00	1.00
Ped Bike Factor		0.96		1.00				
Frt		0.850				0.850		
Flt Protected				0.950				
Satd. Flow (prot)	5014	1561	0	3152	5014	2721	0	1900
Flt Permitted				0.950				
Satd. Flow (perm)	5014	1504	0	3138	5014	2721	0	1900
Right Turn on Red			No				No	Yes
Satd. Flow (RTOR)								
Link Speed (mph)	40				40			
Link Distance (ft)	625				576			
Travel Time (s)	10.7				9.8			
Confl. Peds. (#/hr)		9		9				9
Confl. Bikes (#/hr)								
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1014	44	59	270	1152	253	9	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1014	103	0	270	1152	262	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	R NA
Median Width(ft)	18				18			
Link Offset(ft)	0				0			
Crosswalk Width(ft)	16				16			
Two way Left Turn Lane								
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9
Number of Detectors	0	0		2	0	2		0
Detector Template								
Leading Detector (ft)	0	0		50	0	50		0
Trailing Detector (ft)	0	0		0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0		0
Detector 1 Size(ft)	0	0		20	0	20		0
Detector 1 Type				Cl+Ex		Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)				30		30		
Detector 2 Size(ft)				20		20		
Detector 2 Type				Cl+Ex		Cl+Ex		

								
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR
Detector 2 Channel								
Detector 2 Extend (s)				0.0		0.0		
Turn Type	NA	Perm		Prot	NA	Over		Perm
Protected Phases	2			4	6	4		
Permitted Phases		2						4
Detector Phase	2	2		4	6	4		4
Switch Phase								
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	22.5	17.6		17.6
Total Split (s)	94.0	94.0		46.0	94.0	46.0		46.0
Total Split (%)	67.1%	67.1%		32.9%	67.1%	32.9%		32.9%
Maximum Green (s)	87.0	87.0		38.4	87.0	38.4		38.4
Yellow Time (s)	4.0	4.0		3.5	4.0	3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0	4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0	7.6		7.6
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	0.2	0.2		3.0	0.2	3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max	None		None
Walk Time (s)	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0		31.0		31.0
Pedestrian Calls (#/hr)	3	3		0		0		0
Act Effct Green (s)	106.4	106.4		19.0	106.4	19.0		
Actuated g/C Ratio	0.76	0.76		0.14	0.76	0.14		
v/c Ratio	0.27	0.09		0.63	0.30	0.71		
Control Delay	5.5	5.1		63.5	4.8	68.2		
Queue Delay	0.0	0.0		0.0	0.0	0.0		
Total Delay	5.5	5.1		63.5	4.8	68.2		
LOS	A	A		E	A	E		
Approach Delay	5.5				15.9			
Approach LOS	A				B			
Queue Length 50th (ft)	89	21		117	103	131		
Queue Length 95th (ft)	128	45		173	75	176		
Internal Link Dist (ft)	545				496			
Turn Bay Length (ft)		55		150		205		
Base Capacity (vph)	3809	1142		864	3809	746		
Starvation Cap Reductn	0	0		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.27	0.09		0.31	0.30	0.35		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 81 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 16.7
 Intersection Capacity Utilization 51.3%
 Analysis Period (min) 15



























Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 44: Front St/Drwy & 4th St & Hempstead Tpke



Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB B Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  							
Traffic Volume (vph)	201	898	20	10	917	64	57	31	3	92	52	292
Future Volume (vph)	201	898	20	10	917	64	57	31	3	92	52	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	1.00		0.99	1.00		1.00	0.98	0.98
Frt		0.997			0.990			0.988			0.895	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3120	4989	0	1745	4913	0	1745	1749	0	1745	1536	1483
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3116	4989	0	1736	4913	0	1731	1749	0	1741	1536	1450
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	3		10	10		3	9		2	2		9
Confl. Bikes (#/hr)									4			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	228	1020	23	11	1042	73	65	35	3	105	59	332
Shared Lane Traffic (%)												42%
Lane Group Flow (vph)	228	1043	0	11	1115	0	65	38	0	105	198	193
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	0		20	0		20	6		20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
45: 3rd St/Carmen Ave & Hempstead Tpke

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	26.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	34.0	60.0		20.0	46.0		26.0	26.0		34.0	34.0	34.0
Total Split (%)	24.3%	42.9%		14.3%	32.9%		18.6%	18.6%		24.3%	24.3%	24.3%
Maximum Green (s)	28.0	54.0		14.0	40.0		20.0	20.0		28.0	28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		3			1		3	3		1	1	
Act Effct Green (s)	14.6	83.6		8.7	71.0		10.9	10.9		21.8	21.8	36.4
Actuated g/C Ratio	0.10	0.60		0.06	0.51		0.08	0.08		0.16	0.16	0.26
v/c Ratio	0.70	0.35		0.10	0.45		0.48	0.28		0.39	0.83	0.51
Control Delay	67.7	16.0		85.6	35.5		72.0	63.7		55.9	83.5	42.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	67.7	16.0		85.6	35.5		72.0	63.7		55.9	83.5	42.8
LOS	E	B		F	D		E	E		E	F	D
Approach Delay		25.3			35.9			68.9			61.8	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	97	129		10	261		58	34		87	185	147
Queue Length 95th (ft)	124	331		32	427		98	65		136	262	196
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	624	2979		174	2492		249	249		349	307	522
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.37	0.35		0.06	0.45		0.26	0.15		0.30	0.64	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 45 (32%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 36.8

Intersection Capacity Utilization 71.5%

Analysis Period (min) 15

Intersection LOS: D


































ICU Level of Service C

Splits and Phases: 45: 3rd St/Carmen Ave & Hempstead Tpke















Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB B Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	 
Traffic Volume (vph)	199	824	117	162	822	145	126	208	104	151	228	87
Future Volume (vph)	199	824	117	162	822	145	126	208	104	151	228	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		1.00			1.00					0.99
Frt		0.981			0.978				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4903	0	3120	4862	0	3268	3455	1561	3268	3490	1454
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3236	4903	0	3116	4862	0	3263	3455	1561	3268	3490	1433
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)			3	3			2					2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	1%	1%	1%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	221	916	130	180	913	161	140	231	116	168	253	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	1046	0	180	1074	0	140	231	116	168	253	97
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	0		20	0		20	20	20	20	20	20
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	30			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
46: Newbridge Rd & Hemstead Tpke

FB B Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	26.0	50.0		26.0	50.0		26.0	38.0	26.0	26.0	38.0	26.0
Total Split (%)	18.6%	35.7%		18.6%	35.7%		18.6%	27.1%	18.6%	18.6%	27.1%	18.6%
Maximum Green (s)	19.0	42.0		19.0	42.0		19.0	30.0	19.0	19.0	30.0	19.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		1			0			1			0	
Act Effct Green (s)	13.9	69.8		12.4	68.3		13.2	16.2	29.6	11.6	14.6	29.5
Actuated g/C Ratio	0.10	0.50		0.09	0.49		0.09	0.12	0.21	0.08	0.10	0.21
v/c Ratio	0.69	0.43		0.65	0.45		0.45	0.58	0.35	0.62	0.70	0.32
Control Delay	72.0	25.0		72.6	26.4		63.1	63.3	31.2	72.1	70.8	30.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	25.0		72.6	26.4		63.1	63.3	31.2	72.1	70.8	30.6
LOS	E	C		E	C		E	E	C	E	E	C
Approach Delay		33.2			33.0			55.6			63.7	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	102	209		82	221		64	108	71	77	118	58
Queue Length 95th (ft)	142	338		121	357		88	135	84	114	162	70
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	439	2443		423	2371		478	740	403	443	747	356
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.43		0.43	0.45		0.29	0.31	0.29	0.38	0.34	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70

Intersection Signal Delay: 40.7
 Intersection Capacity Utilization 72.5%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



							Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations							
Traffic Volume (vph)	270	19	292	322	0	190	
Future Volume (vph)	270	19	292	322	0	190	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor	1.00		1.00				
Frt	0.990					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3419	0	3268	3336	0	2842	
Flt Permitted			0.950				
Satd. Flow (perm)	3419	0	3263	3336	0	2842	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						258	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)		3	3		2		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%	
Adj. Flow (vph)	290	20	314	346	0	204	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	310	0	314	346	0	204	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	1						0
Act Effct Green (s)	20.0		39.4	13.4		39.4	
Actuated g/C Ratio	0.28		0.55	0.19		0.55	
v/c Ratio	0.32		0.17	0.55		0.12	
Control Delay	21.8		8.2	29.9		0.7	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	21.8		8.2	29.9		0.7	
LOS	C		A	C		A	
Approach Delay	21.8			19.6	0.7		
Approach LOS	C			B	A		
Queue Length 50th (ft)	55		32	73		0	
Queue Length 95th (ft)	94		50	112		7	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	957		2260	1636		2045	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.32		0.14	0.21		0.10	

Intersection Summary





















Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 71.4
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 16.9
 Intersection Capacity Utilization 36.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A













Splits and Phases: 47: Merrick Ave & Bellmore Ave



Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

FB B Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	133	24	72	121	19	15	289	82	39	288	105
Future Volume (vph)	62	133	24	72	121	19	15	289	82	39	288	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor				1.00				1.00			0.99	
Frt		0.977			0.979			0.967			0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3353	0	1668	3354	0	1745	3454	0	1745	3319	0
Flt Permitted	0.651			0.640			0.475			0.494		
Satd. Flow (perm)	1091	3353	0	1124	3354	0	872	3454	0	907	3319	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			22			53			75	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	0%	1%	1%	6%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	70	151	27	82	138	22	17	328	93	44	327	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	178	0	82	160	0	17	421	0	44	446	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0		20.0
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0		36.0
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%		45.6%
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		1.0			2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		4.0			6.0	6.0		6.0		6.0
Lead/Lag				Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2		0.2
Recall Mode	Max	Max		None			Max	Max		Max		Max
Walk Time (s)	8.0	8.0					1.0	1.0		1.0		1.0
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0		0.0
Pedestrian Calls (#/hr)	0	0					0	0		0		0
Act Effct Green (s)	26.0	26.0		33.6	37.6		30.0	30.0		30.0		30.0
Actuated g/C Ratio	0.34	0.34		0.43	0.48		0.39	0.39		0.39		0.39
v/c Ratio	0.19	0.16		0.16	0.10		0.05	0.31		0.13		0.34
Control Delay	20.6	16.1		11.7	9.4		16.1	15.3		17.1		14.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	20.6	16.1		11.7	9.4		16.1	15.3		17.1		14.8
LOS	C	B		B	A		B	B		B		B
Approach Delay		17.4			10.2			15.3				15.0
Approach LOS		B			B			B				B
Queue Length 50th (ft)	24	26		20	17		5	62		13		63
Queue Length 95th (ft)	55	49		42	32		18	97		35		100
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	365	1140		608	1618		337	1368		350		1329
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.19	0.16		0.13	0.10		0.05	0.31		0.13		0.34

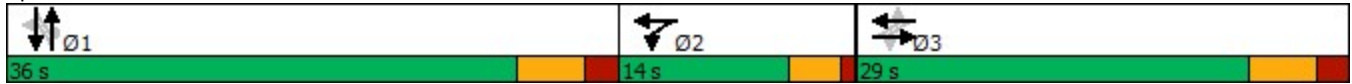
Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 77.6
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.34

Intersection Signal Delay: 14.7
Intersection Capacity Utilization 58.1%
Analysis Period (min) 15



















Intersection LOS: B
ICU Level of Service B

Splits and Phases: 48: Merrick Ave & N Jerusalem Rd















Lanes, Volumes, Timings
 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

FB B Saturday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	13	87	92	8	57	102	106	24	21	198	356	120
Future Volume (vph)	13	87	92	8	57	102	106	24	21	198	356	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor										1.00	1.00	
Frt		0.920					0.972				0.962	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1440	3290	0	0	0	1624	3287	0	0	1681	3346	0
Flt Permitted	0.659					0.620				0.491		
Satd. Flow (perm)	999	3290	0	0	0	1060	3287	0	0	869	3346	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)										1		
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	0%	0%	0%	0%	3%	4%	2%	0%	0%	0%
Adj. Flow (vph)	15	98	103	9	64	115	119	27	24	222	400	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	210	0	0	0	179	146	0	0	246	535	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	3 4		1	1	1 2	
Permitted Phases	4				3 4	3 4			1 2	1 2		

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	23	213	135	13
Future Volume (vph)	23	213	135	13
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99		
Frt		0.938		
Flt Protected	0.950			
Satd. Flow (prot)	1685	3236	0	0
Flt Permitted	0.453			
Satd. Flow (perm)	803	3236	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)			1	1
Confl. Bikes (#/hr)				
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%
Adj. Flow (vph)	26	239	152	15
Shared Lane Traffic (%)				
Lane Group Flow (vph)	26	406	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	Cl+Ex			
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Detector Phase	4	4			3	3	3 4		1	1	1 2	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	10.5	10.5				23.0	28.0			29.0	34.0	
Actuated g/C Ratio	0.15	0.15				0.32	0.39			0.40	0.47	
v/c Ratio	0.10	0.44				0.43	0.11			0.51	0.34	
Control Delay	30.3	32.2				18.8	14.4			16.8	13.2	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	30.3	32.2				18.8	14.4			16.8	13.2	
LOS	C	C				B	B			B	B	
Approach Delay		32.1					16.8				14.3	
Approach LOS		C					B				B	
Queue Length 50th (ft)	6	46				55	21			63	73	
Queue Length 95th (ft)	23	81				96	38			126	123	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	417	1374				569	2173			509	1531	
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.04	0.15				0.31	0.07			0.48	0.35	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 72.1
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 21.1
 Intersection Capacity Utilization 84.2%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave















Lane Group	SBL	SBT	SBR	SBR2
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	0	0		
Act Effct Green (s)	15.1	15.1		
Actuated g/C Ratio	0.21	0.21		
v/c Ratio	0.16	0.60		
Control Delay	28.1	31.0		
Queue Delay	0.0	0.0		
Total Delay	28.1	31.0		
LOS	C	C		
Approach Delay		30.8		
Approach LOS		C		
Queue Length 50th (ft)	10	87		
Queue Length 95th (ft)	33	143		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	167	675		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.16	0.60		
Intersection Summary				

Lanes, Volumes, Timings
50: Uniondale Ave & Jerusalem Ave

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	372	75	98	345	135	86	346	48	117	314	76
Future Volume (vph)	133	372	75	98	345	135	86	346	48	117	314	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99	0.98		1.00	0.99		0.99	1.00	
Frt		0.975			0.958			0.982			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	3321	0	1668	3262	0	1685	1820	0	1668	1823	0
Flt Permitted	0.354			0.443			0.310			0.224		
Satd. Flow (perm)	617	3321	0	769	3262	0	548	1820	0	388	1823	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			62			8			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	18		11	11		18	6		28	28		6
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	0%	2%	2%	1%	1%	0%
Adj. Flow (vph)	141	396	80	104	367	144	91	368	51	124	334	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	476	0	104	511	0	91	419	0	124	415	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	0		30	0		30	30		30	30	
Detector 1 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

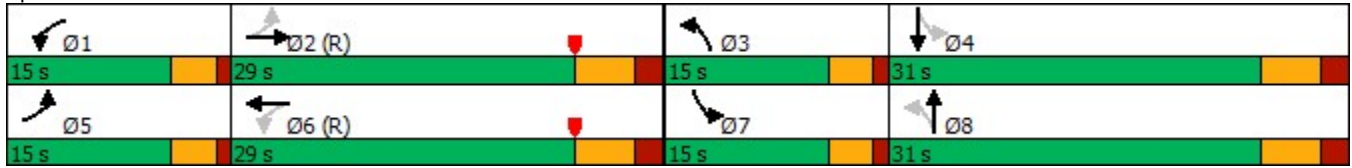
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	14.0		7.0	14.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		2			9			4			6	
Act Effct Green (s)	40.2	30.6		37.8	28.0		34.0	24.8		37.3	27.9	
Actuated g/C Ratio	0.45	0.34		0.42	0.31		0.38	0.28		0.41	0.31	
v/c Ratio	0.37	0.42		0.26	0.48		0.31	0.83		0.44	0.72	
Control Delay	18.4	25.7		17.1	25.7		16.5	44.3		19.2	34.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.4	25.7		17.1	25.7		16.5	44.3		19.2	34.9	
LOS	B	C		B	C		B	D		B	C	
Approach Delay		24.0			24.2			39.3			31.3	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	46	107		33	110		29	215		40	204	
Queue Length 95th (ft)	90	173		69	176		52	#329		68	304	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	413	1172		457	1092		367	542		323	577	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.34	0.41		0.23	0.47		0.25	0.77		0.38	0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 29.2
 Intersection Capacity Utilization 68.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave















Lanes, Volumes, Timings
51: Brookside Ave/Uniondale Ave & Nassau Rd

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	542	59	25	595	285	66	252	24	212	192	24
Future Volume (vph)	9	542	59	25	595	285	66	252	24	212	192	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.96						
Frt		0.986				0.850		0.987			0.983	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3367	0	1745	3455	1478	1652	1813	0	1652	1805	0
Flt Permitted		0.943		0.275			0.614			0.304		
Satd. Flow (perm)	0	3178	0	504	3455	1418	1067	1813	0	529	1805	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		12						5			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	13		6	6		13						
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	1%	2%	2%	0%	0%	2%	0%	0%
Adj. Flow (vph)	10	583	63	27	640	306	71	271	26	228	206	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	656	0	27	640	306	71	297	0	228	232	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	0		0	0	0	30	30		30	30	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

Lanes, Volumes, Timings
 51: Brookside Ave/Uniondale Ave & Nassau Rd

FB B Saturday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	0	0			0	0						
Act Effct Green (s)		31.6		36.9	35.9	35.9	17.5	17.5		34.4	33.4	
Actuated g/C Ratio		0.39		0.45	0.44	0.44	0.21	0.21		0.42	0.41	
v/c Ratio		0.53		0.08	0.42	0.49	0.31	0.76		0.64	0.31	
Control Delay		22.8		13.9	17.0	20.1	32.1	43.3		26.1	17.7	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		22.8		13.9	17.0	20.1	32.1	43.3		26.1	17.7	
LOS		C		B	B	C	C	D		C	B	
Approach Delay		22.8			17.9			41.2			21.9	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		116		7	112	107	28	128		66	66	
Queue Length 95th (ft)		232		23	173	196	74	251		#149	145	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1238		367	1942	797	306	524		363	883	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.53		0.07	0.33	0.38	0.23	0.57		0.63	0.26	


















Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 81.5
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 23.5
 Intersection Capacity Utilization 82.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

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

Splits and Phases: 51: Brookside Ave/Uniondale Ave & Nassau Rd



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		  	  		  	
Traffic Volume (vph)	197	463	519	65	49	390
Future Volume (vph)	197	463	519	65	49	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.97	0.91
Frt			0.983		0.880	0.850
Flt Protected	0.950				0.990	
Satd. Flow (prot)	1652	4841	4875	0	3043	1407
Flt Permitted	0.400				0.990	
Satd. Flow (perm)	695	4841	4875	0	3043	1407
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			21		210	74
Link Speed (mph)		40	40		25	
Link Distance (ft)		324	370		322	
Travel Time (s)		5.5	6.3		8.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	1%	2%	6%	1%
Adj. Flow (vph)	212	498	558	70	53	419
Shared Lane Traffic (%)						50%
Lane Group Flow (vph)	212	498	628	0	263	209
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	10		32	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		42	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	0	0		1	1
Detector Template						
Leading Detector (ft)	46	0	0		30	30
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	0	0		30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	26					
Detector 2 Size(ft)	20					
Detector 2 Type	Cl+Ex					
Detector 2 Channel						
Detector 2 Extend (s)	0.0					
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	2	12	1		3	2
Permitted Phases	12					3
Detector Phase	2	12	1		3	2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	3.0		10.0		10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	9.0
Total Split (s)	27.0		35.0		43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag	Lag		Lead			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		0.2		3.0	2.0
Recall Mode	None		C-Min		None	None
Act Effct Green (s)	76.6	82.6	61.2		10.4	31.8
Actuated g/C Ratio	0.73	0.79	0.58		0.10	0.30
v/c Ratio	0.33	0.13	0.22		0.54	0.44
Control Delay	5.4	2.8	11.2		15.4	20.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	5.4	2.8	11.2		15.4	20.2
LOS	A	A	B		B	C
Approach Delay		3.6	11.2		17.5	
Approach LOS		A	B		B	
Queue Length 50th (ft)	27	22	66		17	76
Queue Length 95th (ft)	49	33	108		55	131
Internal Link Dist (ft)		244	290		242	
Turn Bay Length (ft)						
Base Capacity (vph)	741	4085	2849		1208	466
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.29	0.12	0.22		0.22	0.45






















Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 9.9
 Intersection Capacity Utilization 45.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	27	1392	270	41	216	1583	105	339	32	509	141
Future Volume (vph)	2	27	1392	270	41	216	1583	105	339	32	509	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00		0.98		1.00	1.00			0.99	0.99	1.00
Frt				0.850			0.991			0.884	0.850	
Flt Protected		0.950				0.950			0.950	0.994		0.950
Satd. Flow (prot)	0	1685	4964	1620	0	3385	6191	0	3113	1415	1534	1772
Flt Permitted		0.950				0.950			0.950	0.994		0.950
Satd. Flow (perm)	0	1684	4964	1595	0	3384	6191	0	3113	1415	1512	1771
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				300			9			106	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		1		3		3		1			1	1
Confl. Bikes (#/hr)				1							4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	3%	0%	0%	1%	1%	2%	0%	0%	0%
Adj. Flow (vph)	2	30	1547	300	46	240	1759	117	377	36	566	157
Shared Lane Traffic (%)									10%		44%	41%
Lane Group Flow (vph)	0	32	1547	300	0	286	1876	0	339	323	317	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (vph)	28	62
Future Volume (vph)	28	62
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.967	
Satd. Flow (prot)	1687	1615
Flt Permitted	0.967	
Satd. Flow (perm)	1686	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	31	69
Shared Lane Traffic (%)		
Lane Group Flow (vph)	95	69
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	1			0		1	1		
Act Effct Green (s)		8.5	63.7	103.1		18.9	74.0		39.4	39.4	64.2	14.0
Actuated g/C Ratio		0.05	0.40	0.64		0.12	0.46		0.25	0.25	0.40	0.09
v/c Ratio		0.36	0.78	0.26		0.72	0.65		0.44	0.75	0.49	0.60
Control Delay		107.2	39.8	2.6		78.2	36.2		51.8	47.6	29.5	86.1
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		107.2	39.8	2.6		78.2	36.2		51.8	47.6	29.5	86.1
LOS		F	D	A		E	D		D	D	C	F
Approach Delay			35.0				41.7			43.2		
Approach LOS			D				D			D		
Queue Length 50th (ft)		34	580	62		151	467		158	240	195	100
Queue Length 95th (ft)		m63	#711	20		196	541		208	377	269	166
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	1977	1195		507	2869		894	482	681	177
Starvation Cap Reductn		0	0	0		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	9		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.13	0.78	0.25		0.56	0.66		0.38	0.67	0.47	0.53

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated







Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	14.0	22.6
Actuated g/C Ratio	0.09	0.14
v/c Ratio	0.64	0.30
Control Delay	90.1	35.0
Queue Delay	0.0	0.0
Total Delay	90.1	35.0
LOS	F	C
Approach Delay	73.8	
Approach LOS	E	
Queue Length 50th (ft)	102	37
Queue Length 95th (ft)	170	62
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	168	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.57	0.17
Intersection Summary		

Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 41.2
 Intersection Capacity Utilization 91.8%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F

- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

Lanes, Volumes, Timings
 54: Salisbury Park Dr/School St & Old Country Rd

FB B Saturday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	849	337	15	659	33	167	39	22	42	40	46
Future Volume (vph)	87	849	337	15	659	33	167	39	22	42	40	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.99		1.00			0.99		1.00		
Frt			0.850		0.993			0.946			0.920	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3693	1615	1685	3513	0	3236	1635	0	1805	1690	0
Flt Permitted	0.298			0.269			0.950			0.950		
Satd. Flow (perm)	547	3693	1593	477	3513	0	3236	1635	0	1796	1690	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			305		4			19				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)	3		1	1		3			3	3		
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	1%	3%	0%	0%	0%	0%
Adj. Flow (vph)	98	954	379	17	740	37	188	44	25	47	45	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	954	379	17	777	0	188	69	0	47	97	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			20				20
Link Offset(ft)		0			0			0				-12
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	96.9	91.3	91.3	90.9	83.9		13.5	13.5		13.4	13.4	
Actuated g/C Ratio	0.69	0.65	0.65	0.65	0.60		0.10	0.10		0.10	0.10	
v/c Ratio	0.22	0.40	0.33	0.05	0.37		0.60	0.40		0.27	0.60	
Control Delay	9.3	13.5	3.8	8.9	16.0		68.6	49.5		61.2	75.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.3	13.5	3.8	8.9	16.0		68.6	49.5		61.2	75.6	
LOS	A	B	A	A	B		E	D		E	E	
Approach Delay		10.6			15.9			63.5			70.9	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	27	183	21	4	181		86	43		40	86	
Queue Length 95th (ft)	57	321	83	15	271		122	90		79	141	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	490	2409	1145	442	2107		785	411		373	350	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.40	0.33	0.04	0.37		0.24	0.17		0.13	0.28	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 13 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 20.7







Intersection LOS: C















Intersection Capacity Utilization 52.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 54: Salisbury Park Dr/School St & Old Country Rd

 Ø1 17 s	 Ø2 (R) 48 s	 Ø4 35 s	 Ø8 40 s
 Ø5 17 s	 Ø6 (R) 48 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	174	218	101	741	690	118
Future Volume (vph)	174	218	101	741	690	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.978	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3385	1615	1805	3574	3466	0
Flt Permitted	0.950		0.220			
Satd. Flow (perm)	3385	1615	418	3574	3466	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		21			25	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	2%	1%
Adj. Flow (vph)	193	242	112	823	767	131
Shared Lane Traffic (%)						
Lane Group Flow (vph)	193	242	112	823	898	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	10.7	26.8	32.2	34.3	18.2	
Actuated g/C Ratio	0.19	0.47	0.56	0.60	0.32	
v/c Ratio	0.31	0.32	0.21	0.38	0.80	
Control Delay	22.2	9.9	5.7	6.8	25.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.2	9.9	5.7	6.8	25.4	
LOS	C	A	A	A	C	
Approach Delay	15.4			6.7	25.4	
Approach LOS	B			A	C	
Queue Length 50th (ft)	30	46	12	64	140	
Queue Length 95th (ft)	58	86	34	118	#274	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1510	858	624	2153	1253	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.28	0.18	0.38	0.72	















Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 57.2
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 15.8
 Intersection Capacity Utilization 46.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	17	16	14	909	809	8
Future Volume (vph)	17	16	14	909	809	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.999	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1517	1615	1805	5136	3531	0
Flt Permitted	0.950		0.245			
Satd. Flow (perm)	1517	1615	465	5136	3531	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		18			1	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			3			3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	19%	0%	0%	1%	2%	13%
Adj. Flow (vph)	19	18	16	1033	919	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	18	16	1033	928	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	
Permitted Phases		3	1 2			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	7.2	7.2	32.3	42.0	24.1	
Actuated g/C Ratio	0.14	0.14	0.65	0.84	0.48	
v/c Ratio	0.09	0.07	0.03	0.24	0.54	
Control Delay	19.6	10.6	4.3	2.7	14.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.6	10.6	4.3	2.7	14.7	
LOS	B	B	A	A	B	
Approach Delay	15.2			2.7	14.7	
Approach LOS	B			A	B	
Queue Length 50th (ft)	5	0	1	0	64	
Queue Length 95th (ft)	19	13	6	63	#237	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	823	885	759	4539	1713	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.02	0.02	0.23	0.54	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 49.8
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 8.5
 Intersection Capacity Utilization 37.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

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

Splits and Phases: 56: Merrick Ave & Privado Rd















Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	291	70	123	318	13	98	66	115	18	88	11
Future Volume (vph)	8	291	70	123	318	13	98	66	115	18	88	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00								
Frt			0.850			0.850		0.905			0.987	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1624	5136	1507	1652	5187	1507	1624	1548	0	0	1860	0
Flt Permitted	0.950			0.950			0.712				0.871	
Satd. Flow (perm)	1624	5136	1472	1649	5187	1507	1218	1548	0	0	1633	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						120		118			7	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	316	76	134	346	14	107	72	125	20	96	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	316	76	134	346	14	107	197	0	0	128	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB B Saturday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	26.0	26.0	20.0	35.0	35.0	34.0	34.0		34.0	34.0	
Total Split (%)	13.8%	32.5%	32.5%	25.0%	43.8%	43.8%	42.5%	42.5%		42.5%	42.5%	
Maximum Green (s)	6.0	18.6	18.6	15.0	27.6	27.6	27.2	27.2		27.2	27.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.1	37.2	37.2	10.7	50.7	50.7	12.9	12.9				12.9
Actuated g/C Ratio	0.06	0.46	0.46	0.13	0.63	0.63	0.16	0.16				0.16
v/c Ratio	0.09	0.13	0.11	0.61	0.11	0.01	0.55	0.57				0.48
Control Delay	36.8	13.8	15.3	43.7	7.1	0.0	40.9	19.5				34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	36.8	13.8	15.3	43.7	7.1	0.0	40.9	19.5				34.1
LOS	D	B	B	D	A	A	D	B				C
Approach Delay		14.6			16.8			27.0				34.1
Approach LOS		B			B			C				C
Queue Length 50th (ft)	4	30	20	64	19	0	50	36				56
Queue Length 95th (ft)	18	59	55	113	51	0	93	92				100
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	121	2389	684	309	3289	999	414	604				559
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.07	0.13	0.11	0.43	0.11	0.01	0.26	0.33				0.23

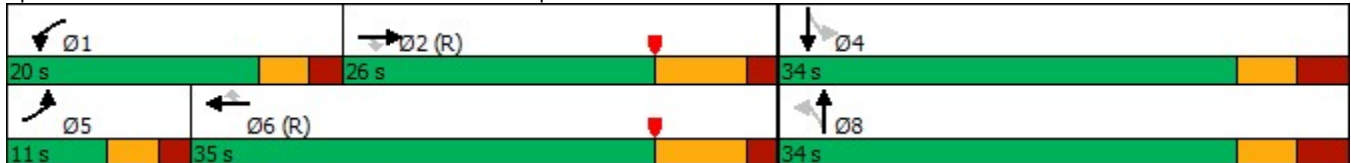
Intersection Summary

Area Type: Other

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 35 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 20.2
 Intersection Capacity Utilization 55.3%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service B













Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke



Lanes, Volumes, Timings
58: Franklin Ave & 2nd St/Main St

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	31	4	17	35	79	5	319	10	112	413	17
Future Volume (vph)	8	31	4	17	35	79	5	319	10	112	413	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.99		1.00				
Frt		0.989				0.850		0.995			0.994	
Flt Protected		0.991			0.984		0.950			0.950		
Satd. Flow (prot)	0	1815	0	0	1807	1583	1624	3437	0	1593	3255	0
Flt Permitted		0.919			0.875		0.484			0.538		
Satd. Flow (perm)	0	1683	0	0	1607	1563	828	3437	0	902	3255	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				104		5			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)			1			1			1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	13%	0%	0%	0%	0%	2%	0%	1%	0%	2%	3%	0%
Adj. Flow (vph)	9	34	4	18	38	86	5	347	11	122	449	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	0	0	56	86	5	358	0	122	467	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	0	0		0	0	0						
Act Effct Green (s)		8.1			8.1	8.1	24.8	24.8		29.2	32.0	
Actuated g/C Ratio		0.17			0.17	0.17	0.53	0.53		0.62	0.68	
v/c Ratio		0.16			0.20	0.24	0.01	0.20		0.19	0.21	
Control Delay		17.9			19.7	5.9	9.0	9.1		4.5	4.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		17.9			19.7	5.9	9.0	9.1		4.5	4.3	
LOS		B			B	A	A	A		A	A	
Approach Delay		17.9			11.3			9.1			4.3	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		10			14	0	1	31		11	25	
Queue Length 95th (ft)		33			39	24	6	57		25	43	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		832			793	824	439	1825		768	2229	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.06			0.07	0.10	0.01	0.20		0.16	0.21	

Intersection Summary










Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 46.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.24

Intersection Signal Delay: 7.3
Intersection Capacity Utilization 56.3%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service B

Splits and Phases: 58: Franklin Ave & 2nd St/Main St












						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	79	52	24	75	79
Future Volume (vph)	7	79	52	24	75	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.876		0.957			
Flt Protected	0.996					0.976
Satd. Flow (prot)	1643	0	2000	0	0	1888
Flt Permitted	0.996					0.976
Satd. Flow (perm)	1643	0	2000	0	0	1888
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%
Adj. Flow (vph)	9	101	67	31	96	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	110	0	98	0	0	197
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 26.9% ICU Level of Service A
 Analysis Period (min) 15



















HCM Unsignalized Intersection Capacity Analysis
59: Main St & Meadow St

FB B Saturday Evening peak hour
05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	79	52	24	75	79
Future Volume (Veh/h)	7	79	52	24	75	79
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	9	101	67	31	96	101
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						214
pX, platoon unblocked	0.99					
vC, conflicting volume	376	82			98	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	365	82			98	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	90			94	
cM capacity (veh/h)	592	980			1501	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	110	98	197			
Volume Left	9	0	96			
Volume Right	101	31	0			
cSH	930	1700	1501			
Volume to Capacity	0.12	0.06	0.06			
Queue Length 95th (ft)	10	0	5			
Control Delay (s)	9.4	0.0	3.9			
Lane LOS	A		A			
Approach Delay (s)	9.4	0.0	3.9			
Approach LOS	A					
Intersection Summary						
Average Delay			4.5			
Intersection Capacity Utilization			26.9%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
60: Washington Ave & Meadow St

FB B Saturday Evening peak hour
05/23/2024

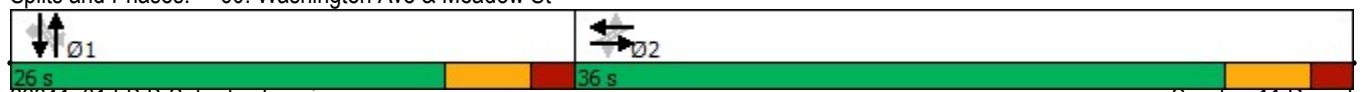
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	56	25	7	58	5	13	121	17	19	143	17
Future Volume (vph)	8	56	25	7	58	5	13	121	17	19	143	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00	0.98		1.00	0.98
Frt		0.962			0.991				0.850			0.850
Flt Protected		0.995			0.995			0.995			0.994	
Satd. Flow (prot)	0	1805	0	0	1872	0	0	1718	1524	0	1747	1507
Flt Permitted		0.964			0.957			0.970			0.964	
Satd. Flow (perm)	0	1748	0	0	1799	0	0	1674	1488	0	1694	1473
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		27							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	2		5	5		2	2		2	2		2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	6%	0%	1%	0%
Adj. Flow (vph)	9	60	27	8	62	5	14	130	18	20	154	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	0	75	0	0	144	18	0	174	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1
Detector Phase	2	2		2	2		1	1	1	1	1	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)		11.8			11.8			24.6	24.6		24.6	24.6
Actuated g/C Ratio		0.27			0.27			0.56	0.56		0.56	0.56
v/c Ratio		0.20			0.16			0.15	0.02		0.18	0.02
Control Delay		10.2			12.7			8.8	0.9		8.9	0.9
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		10.2			12.7			8.8	0.9		8.9	0.9
LOS		B			B			A	A		A	A
Approach Delay		10.2			12.7			7.9			8.1	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		13			14			18	0		22	0
Queue Length 95th (ft)		36			35			60	3		71	3
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1215			1242			942	860		953	852
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.08			0.06			0.15	0.02		0.18	0.02

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 43.8
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.20
 Intersection Signal Delay: 9.1
 Intersection Capacity Utilization 57.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 60: Washington Ave & Meadow St



Lanes, Volumes, Timings
61: Clinton St & Meadow St

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	31	45	7	23	10	26	370	13	8	494	36
Future Volume (vph)	25	31	45	7	23	10	26	370	13	8	494	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.940			0.967			0.995			0.990	
Flt Protected		0.988			0.991			0.997			0.999	
Satd. Flow (prot)	0	1753	0	0	1821	0	0	3518	0	0	3500	0
Flt Permitted		0.902			0.920			0.899			0.947	
Satd. Flow (perm)	0	1601	0	0	1690	0	0	3171	0	0	3318	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		51			11			7			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)			3	3			3					3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	28	35	51	8	26	11	29	416	15	9	555	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	0	0	45	0	0	460	0	0	604	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings
61: Clinton St & Meadow St

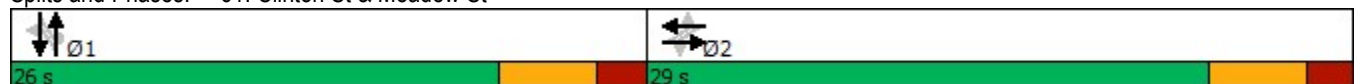
FB B Saturday Evening peak hour
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








Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		10.1			10.1			25.0			25.0	
Actuated g/C Ratio		0.23			0.23			0.58			0.58	
v/c Ratio		0.28			0.11			0.25			0.31	
Control Delay		9.6			10.3			7.6			7.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.6			10.3			7.6			7.8	
LOS		A			B			A			A	
Approach Delay		9.6			10.3			7.6			7.8	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)		12			6			26			36	
Queue Length 95th (ft)		37			22			80			104	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		887			917			1848			1937	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.13			0.05			0.25			0.31	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 43
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.31
 Intersection Signal Delay: 8.0
 Intersection Capacity Utilization 50.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 61: Clinton St & Meadow St













						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3	23	7	4	34	11
Future Volume (vph)	3	23	7	4	34	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.881				0.967	
Flt Protected				0.969	0.964	
Satd. Flow (prot)	1590	0	0	1841	1889	0
Flt Permitted				0.969	0.964	
Satd. Flow (perm)	1590	0	0	1841	1889	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)		4	4		1	
Confl. Bikes (#/hr)		5				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	6%	0%	0%	0%	0%
Adj. Flow (vph)	3	23	7	4	34	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	11	45	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 16.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
62: Lindbergh St & Meadow St










FB B Saturday Evening peak hour
05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3	23	7	4	34	11
Future Volume (Veh/h)	3	23	7	4	34	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	3	23	7	4	34	11
Pedestrians	1				4	
Lane Width (ft)	12.0				14.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			30		38	18
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			30		38	18
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	99
cM capacity (veh/h)			1589		970	1061
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	26	11	45			
Volume Left	0	7	34			
Volume Right	23	0	11			
cSH	1700	1589	991			
Volume to Capacity	0.02	0.00	0.05			
Queue Length 95th (ft)	0	0	4			
Control Delay (s)	0.0	4.6	8.8			
Lane LOS		A	A			
Approach Delay (s)	0.0	4.6	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay			5.5			
Intersection Capacity Utilization			16.4%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	191	227	47	30	1
Future Volume (vph)	1	191	227	47	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.977		0.996	
Flt Protected					0.954	
Satd. Flow (prot)	0	1863	1856	0	1738	0
Flt Permitted					0.954	
Satd. Flow (perm)	0	1863	1856	0	1738	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	5			5	2	
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	1	205	244	51	32	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	206	295	0	33	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 24.9% ICU Level of Service A
 Analysis Period (min) 15













						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	191	227	47	30	1
Future Volume (Veh/h)	1	191	227	47	30	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1	205	244	51	32	1
Pedestrians			2		5	
Lane Width (ft)			12.0		12.0	
Walking Speed (ft/s)			3.5		3.5	
Percent Blockage			0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	300				484	274
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	300				484	274
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				94	100
cM capacity (veh/h)	1267				535	765
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	206	295	33			
Volume Left	1	0	32			
Volume Right	0	51	1			
cSH	1267	1700	539			
Volume to Capacity	0.00	0.17	0.06			
Queue Length 95th (ft)	0	0	5			
Control Delay (s)	0.0	0.0	12.1			
Lane LOS	A		B			
Approach Delay (s)	0.0	0.0	12.1			
Approach LOS			B			
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			24.9%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
64: Oak Street & Westbury Blvd/Meadow St

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	111	73	33	30	138	6	10	44	149	14	6	148
Future Volume (vph)	111	73	33	30	138	6	10	44	149	14	6	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	10	11
Storage Length (ft)	55		0	0		0		85		95	135	
Storage Lanes	1		0	0		1		1		1	1	
Taper Length (ft)	25			0				110			85	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor	1.00	0.99			1.00	0.99		1.00		0.99	1.00	
Frt		0.953				0.850				0.850		
Flt Protected	0.950				0.991			0.950			0.950	
Satd. Flow (prot)	1745	1591	0	0	1820	1133	0	1658	3231	924	1123	3323
Flt Permitted	0.640				0.932			0.648			0.525	
Satd. Flow (perm)	1174	1591	0	0	1709	1117	0	1129	3231	911	620	3323
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		33				95				95		
Link Speed (mph)		40			40				30			30
Link Distance (ft)		1221			945				506			557
Travel Time (s)		20.8			16.1				11.5			12.7
Confl. Peds. (#/hr)	2		10	10		2		1		2	2	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	8%	0%	0%	0%	33%	0%	2%	8%	69%	50%	5%
Adj. Flow (vph)	123	81	37	33	153	7	11	49	166	16	7	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	118	0	0	186	7	0	60	166	16	7	164
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		11			0				10			10
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.09	1.04
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2	1	1	1	1	1	1	2
Detector Template				Left			Left					
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	160
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	94
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	154
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	115
Future Volume (vph)	115
Ideal Flow (vphpl)	1900
Lane Width (ft)	8
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1400
Flt Permitted	
Satd. Flow (perm)	1370
Right Turn on Red	Yes
Satd. Flow (RTOR)	128
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.90
Heavy Vehicles (%)	0%
Adj. Flow (vph)	128
Shared Lane Traffic (%)	
Lane Group Flow (vph)	128
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.20
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	
Leading Detector (ft)	160
Trailing Detector (ft)	154
Detector 1 Position(ft)	154
Detector 1 Size(ft)	6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4			4				2		1	6
Permitted Phases	4			4		4	2	2		2	6	
Detector Phase	4	4		4	4	4	2	2	2	2	1	6
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	17.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	22.5
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	30.5
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	40.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	25.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5		5.5	5.5	5.5	4.0	5.5
Lead/Lag							Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	4.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	Min
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	1	1		1	1	1						
Act Effct Green (s)	15.5	15.5			15.5	15.5		17.3	17.3	17.3	20.3	18.8
Actuated g/C Ratio	0.34	0.34			0.34	0.34		0.38	0.38	0.38	0.45	0.41
v/c Ratio	0.31	0.21			0.32	0.02		0.14	0.13	0.04	0.02	0.12
Control Delay	14.1	9.7			13.4	0.0		12.6	11.3	0.2	7.8	8.8
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	14.1	9.7			13.4	0.0		12.6	11.3	0.2	7.8	8.8
LOS	B	A			B	A		B	B	A	A	A
Approach Delay		12.0			12.9				10.9			6.4
Approach LOS		B			B				B			A
Queue Length 50th (ft)	21	14			32	0		8	12	0	1	12
Queue Length 95th (ft)	65	49			87	0		41	43	0	7	32
Internal Link Dist (ft)		1141			865				426			477
Turn Bay Length (ft)	55							85		95	135	
Base Capacity (vph)	657	906			958	667		633	1811	552	389	2905
Starvation Cap Reductn	0	0			0	0		0	0	0	0	0
Spillback Cap Reductn	0	0			0	0		0	0	0	0	0
Storage Cap Reductn	0	0			0	0		0	0	0	0	0
Reduced v/c Ratio	0.19	0.13			0.19	0.01		0.09	0.09	0.03	0.02	0.06

Intersection Summary

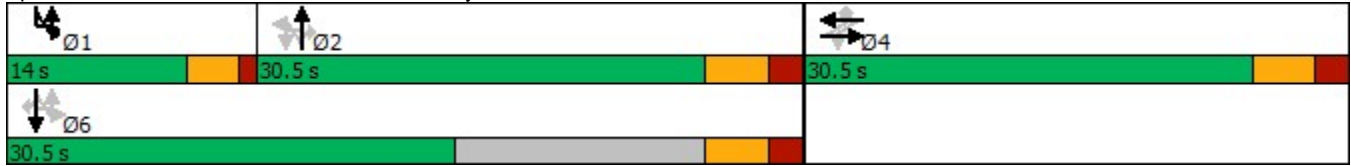
Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 45.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.32

Lane Group	SBR
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	17.0
Minimum Split (s)	22.5
Total Split (s)	30.5
Total Split (%)	40.7%
Maximum Green (s)	25.0
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.5
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Recall Mode	Min
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	18.8
Actuated g/C Ratio	0.41
v/c Ratio	0.20
Control Delay	3.2
Queue Delay	0.0
Total Delay	3.2
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	24
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1214
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.11
Intersection Summary	

Intersection Signal Delay: 10.2
 Intersection Capacity Utilization 72.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



Lanes, Volumes, Timings
79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke














FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	31	4	18	970	18	3	10	963	22	6	11	1
Future Volume (vph)	31	4	18	970	18	3	10	963	22	6	11	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.99	0.98	
Frt				0.997				0.997		0.850		
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	5170	0	0	1805	4838	0	1389	1715	0
Flt Permitted			0.950				0.950				0.721	
Satd. Flow (perm)	0	0	1801	5170	0	0	1803	4838	0	1371	1281	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				3								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		2	2		3		3		2	2	13	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	34	4	20	1078	20	3	11	1070	24	7	12	1
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	58	1098	0	0	14	1095	0	6	11	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	0	1	1	2		0	1	2		1	1	1
Detector Template		Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
Trailing Detector (ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0	0	0		0	0	0
Detector 1 Size(ft)	0	20	20	6		0	20	6		20	20	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94				94				
Detector 2 Size(ft)				6				6				
Detector 2 Type				Cl+Ex				Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)				0.0				0.0				

	↑	↗	↘	↓	↖
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	1	22	25	6	15
Future Volume (vph)	1	22	25	6	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00			0.99	
Frt	0.867			0.951	
Flt Protected	0.996			0.974	
Satd. Flow (prot)	1559	0	0	3312	0
Flt Permitted	0.971			0.806	
Satd. Flow (perm)	1514	0	0	2741	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	24				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)					13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	24	28	7	17
Shared Lane Traffic (%)					
Lane Group Flow (vph)	27	0	0	52	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	Cl+Ex			Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	

Lanes, Volumes, Timings
 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke

FB B Saturday Evening peak hour
 05/23/2024

													
Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL	
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm	
Protected Phases	5	5	5	2		1	1	6					
Permitted Phases										6	4	4	
Detector Phase	5	5	5	2		1	1	6		6	4	4	
Switch Phase													
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0	
Total Split (s)	22.0	22.0	22.0	86.0		22.0	22.0	86.0		86.0	32.0	32.0	
Total Split (%)	15.7%	15.7%	15.7%	61.4%		15.7%	15.7%	61.4%		61.4%	22.9%	22.9%	
Maximum Green (s)	17.0	17.0	17.0	79.0		17.0	17.0	79.0		79.0	25.0	25.0	
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0	
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0		
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0	
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None	
Walk Time (s)				7.0									
Flash Dont Walk (s)				15.0									
Pedestrian Calls (#/hr)				4									
Act Effct Green (s)			9.9	114.2		5.8	106.3			106.3	10.9		
Actuated g/C Ratio			0.07	0.82		0.04	0.76			0.76	0.08		
v/c Ratio			0.46	0.26		0.19	0.30			0.01	0.11		
Control Delay			47.5	16.2		70.0	7.9			9.0	57.7		
Queue Delay			0.0	0.0		0.0	0.0			0.0	0.0		
Total Delay			47.5	16.2		70.0	7.9			9.0	57.7		
LOS			D	B		E	A			A	E		
Approach Delay				17.8			8.7						
Approach LOS				B			A						
Queue Length 50th (ft)			53	185		13	117			1	10		
Queue Length 95th (ft)			98	396		37	230			9	28		
Internal Link Dist (ft)				1126			408						
Turn Bay Length (ft)			360			105							
Base Capacity (vph)			219	4219		219	3674			1041	228		
Starvation Cap Reductn			0	0		0	0			0	0		
Spillback Cap Reductn			0	0		0	0			0	0		
Storage Cap Reductn			0	0		0	0			0	0		
Reduced v/c Ratio			0.26	0.26		0.06	0.30			0.01	0.05		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 14.7
 Intersection LOS: B

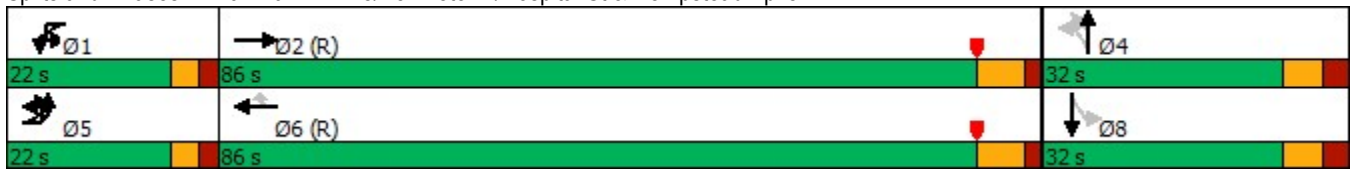
	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		14.0	14.0	
Total Split (s)	32.0		32.0	32.0	
Total Split (%)	22.9%		22.9%	22.9%	
Maximum Green (s)	25.0		25.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			25.0	25.0	
Pedestrian Calls (#/hr)			1	1	
Act Effct Green (s)	10.9			11.2	
Actuated g/C Ratio	0.08			0.08	
v/c Ratio	0.19			0.24	
Control Delay	24.4			60.4	
Queue Delay	0.0			0.0	
Total Delay	24.4			60.4	
LOS	C			E	
Approach Delay	34.1			60.4	
Approach LOS	C			E	
Queue Length 50th (ft)	3			24	
Queue Length 95th (ft)	31			41	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	290			489	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.09			0.11	
Intersection Summary					







Intersection Capacity Utilization 53.7%

ICU Level of Service A

Analysis Period (min) 15







Splits and Phases: 79: Franklin Ave/Perimeter E/Hospital St & Hempstead Tpke



						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	546	0	0	958	0	276
Future Volume (vph)	546	0	0	958	0	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3539	0	0	5085	0	2760
Flt Permitted						
Satd. Flow (perm)	3539	0	0	5085	0	2760
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%
Adj. Flow (vph)	620	0	0	1089	0	314
Shared Lane Traffic (%)						
Lane Group Flow (vph)	620	0	0	1089	0	314
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 31.4% ICU Level of Service A
 Analysis Period (min) 15

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	546	0	0	958	0	276	
Future Volume (Veh/h)	546	0	0	958	0	276	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	620	0	0	1089	0	314	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	171						
pX, platoon unblocked			0.89		0.89	0.89	
vC, conflicting volume			620		983	310	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			337		743	0	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	68	
cM capacity (veh/h)			1089		313	966	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	310	310	363	363	363	157	157
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	157	157
cSH	1700	1700	1700	1700	1700	966	966
Volume to Capacity	0.18	0.18	0.21	0.21	0.21	0.16	0.16
Queue Length 95th (ft)	0	0	0	0	0	14	14
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.4	9.4
Lane LOS						A	A
Approach Delay (s)	0.0		0.0			9.4	
Approach LOS						A	
Intersection Summary							
Average Delay			1.5				
Intersection Capacity Utilization			31.4%		ICU Level of Service		A
Analysis Period (min)			15				

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	179	273	0	508						
Future Volume (vph)	0	0	179	273	0	508						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.937	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3200	1427	0	3539						
Flt Permitted												
Satd. Flow (perm)	0	0	3200	1427	0	3539						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			166	180								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	0%	3%	0%	2%						
Adj. Flow (vph)	0	0	227	346	0	643						
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	0	0	393	180	0	643						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		0			0						
Link Offset(ft)	0		0			0						
Crosswalk Width(ft)	16		16			16						
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15	9		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			0.0	0.0		0.0						
Detector 2 Position(ft)						94						
Detector 2 Size(ft)						6						
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						
Turn Type			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												



Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	14.0
Total Split (s)							26.0	41.0	33.0	26.0	41.0	33.0
Total Split (%)							26%	41%	33%	26%	41%	33%
Maximum Green (s)							21.0	35.0	27.0	21.0	35.0	27.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								0				1
Act Effct Green (s)			41.7	41.7								100.0
Actuated g/C Ratio			0.42	0.42								1.00
v/c Ratio			0.27	0.26								0.18
Control Delay			9.7	2.6								0.1
Queue Delay			0.0	0.0								0.0
Total Delay			9.7	2.6								0.1
LOS			A	A								A
Approach Delay			7.4									0.1
Approach LOS			A									A
Queue Length 50th (ft)			50	0								0
Queue Length 95th (ft)			43	18								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1497	727								3511
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			13	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.26	0.25								0.18










Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 3.6
 Intersection Capacity Utilization 18.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd



Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER	Ø1	Ø6	Ø8
Lane Configurations												
Traffic Volume (vph)	0	0	932	0	713	0	449	0	1126			
Future Volume (vph)	0	0	932	0	713	0	449	0	1126			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0		400		0	0	0	0			
Storage Lanes		0		1		0	2	0	4			
Taper Length (ft)				100		0		0				
Lane Util. Factor	1.00	1.00	0.97	1.00	0.91	1.00	0.88	1.00	0.64			
Frt							0.850		0.850			
Flt Protected			0.950									
Satd. Flow (prot)	0	0	3433	0	5136	0	2842	0	4093			
Flt Permitted			0.950									
Satd. Flow (perm)	0	0	3433	0	5136	0	2842	0	4093			
Right Turn on Red							Yes	Yes				
Satd. Flow (RTOR)							50					
Link Speed (mph)	30				50	30		50				
Link Distance (ft)	446				646	343		189				
Travel Time (s)	10.1				8.8	7.8		2.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	2%	2%	2%	0%	1%	2%	0%	2%	1%			
Adj. Flow (vph)	0	0	1013	0	775	0	488	0	1224			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1013	0	775	0	488	0	1224			
Enter Blocked Intersection	No	No	Yes	Yes	Yes	No	No	No	Yes			
Lane Alignment	Left	Right	Left	Left	Left	Left	R NA	Left	Left			
Median Width(ft)	30				40	4		40				
Link Offset(ft)	0				0	0		0				
Crosswalk Width(ft)	16				16	16		16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		9	15	15		15	9	50	50			
Number of Detectors			1		2		1		1			
Detector Template			Left		Thru		Right		Right			
Leading Detector (ft)			20		100		20		20			
Trailing Detector (ft)			0		0		0		0			
Detector 1 Position(ft)			0		0		0		0			
Detector 1 Size(ft)			20		6		20		20			
Detector 1 Type			Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)			0.0		0.0		0.0		0.0			
Detector 1 Queue (s)			0.0		0.0		0.0		0.0			
Detector 1 Delay (s)			0.0		0.0		0.0		0.0			
Detector 2 Position(ft)					94							
Detector 2 Size(ft)					6							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type			Prot		NA		pt+ov		Prot			
Protected Phases			1 8		6 8		8 1		2	1	6	8

										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Permitted Phases												
Detector Phase			1 8		6 8		8 1		2			
Switch Phase												
Minimum Initial (s)									5.0	5.0	5.0	5.0
Minimum Split (s)									28.0	11.0	22.5	22.5
Total Split (s)									30.0	12.0	42.0	23.0
Total Split (%)									46.2%	18%	65%	35%
Maximum Green (s)									24.0	6.0	36.0	17.0
Yellow Time (s)									4.0	4.0	4.0	4.0
All-Red Time (s)									2.0	2.0	2.0	2.0
Lost Time Adjust (s)									0.0			
Total Lost Time (s)									6.0			
Lead/Lag									Lag	Lead		
Lead-Lag Optimize?									Yes	Yes		
Vehicle Extension (s)									3.0	3.0	3.0	3.0
Recall Mode									Min	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									15.0			
Pedestrian Calls (#/hr)									0			
Act Effct Green (s)			29.0		63.8		29.0		22.8			
Actuated g/C Ratio			0.45		1.00		0.45		0.36			
v/c Ratio			0.65		0.15		0.37		0.84			
Control Delay			16.2		0.1		11.4		25.1			
Queue Delay			0.0		0.0		0.0		0.0			
Total Delay			16.2		0.1		11.4		25.1			
LOS			B		A		B		C			
Approach Delay					9.2	11.4			25.1			
Approach LOS					A	B			C			
Queue Length 50th (ft)			154		0		61		166			
Queue Length 95th (ft)			214		0		97		221			
Internal Link Dist (ft)	366				566	263			109			
Turn Bay Length (ft)			400									
Base Capacity (vph)			1560		5036		1319		1540			
Starvation Cap Reductn			0		0		0		0			
Spillback Cap Reductn			0		0		0		0			
Storage Cap Reductn			0		0		0		0			
Reduced v/c Ratio			0.65		0.15		0.37		0.79			







Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 63.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 15.1
 Intersection Capacity Utilization 56.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 360: Charles Lindbergh Blvd & Sands Ave












						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	1582	0	0	0	1638
Future Volume (vph)	0	1582	0	0	0	1638
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	0.64
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	6536	0	0	0	4093
Flt Permitted						
Satd. Flow (perm)	0	6536	0	0	0	4093
Link Speed (mph)		45	30		45	
Link Distance (ft)		357	311		256	
Travel Time (s)		5.4	7.1		3.9	
Peak Hour Factor	0.92	0.67	0.92	0.92	0.92	0.67
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	0	2361	0	0	0	2445
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2361	0	0	0	2445
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		80	80		70	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 58.2% ICU Level of Service B
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	34	0	38	39	11	0
Future Volume (vph)	34	0	38	39	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.976		
Satd. Flow (prot)	1770	0	0	1818	1863	0
Flt Permitted	0.950			0.976		
Satd. Flow (perm)	1770	0	0	1818	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	144			276	233	
Travel Time (s)	3.3			6.3	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	0	41	42	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	83	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	











Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 20.8% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 400: James Doolittle Blvd & Parking F

FB B Saturday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	0	38	39	11	0
Future Volume (Veh/h)	34	0	38	39	11	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	0	41	42	12	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	136	12	12			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	136	12	12			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	97			
cM capacity (veh/h)	836	1069	1607			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	37	83	12			
Volume Left	37	41	0			
Volume Right	0	0	0			
cSH	836	1607	1700			
Volume to Capacity	0.04	0.03	0.01			
Queue Length 95th (ft)	3	2	0			
Control Delay (s)	9.5	3.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	3.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization			20.8%	ICU Level of Service		A
Analysis Period (min)			15			











						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	73	11	0
Future Volume (vph)	0	0	0	73	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	598			233	378	
Travel Time (s)	13.6			5.3	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	79	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	79	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 7.2% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 401: James Doolittle Blvd

FB B Saturday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	73	11	0
Future Volume (Veh/h)	0	0	0	73	11	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	79	12	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	91	12	12			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	91	12	12			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	909	1069	1607			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	0	79	12		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1607	1700		
Volume to Capacity	0.00	0.00	0.00	0.01		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			7.2%		ICU Level of Service	A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	73	11	0
Future Volume (vph)	0	0	0	73	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			378	414	
Travel Time (s)	3.9			8.6	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Adj. Flow (vph)	0	0	0	292	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	292	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 7.2% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 402: James Doolittle Blvd & Exist Hotel Access

FB B Saturday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	73	11	0
Future Volume (Veh/h)	0	0	0	73	11	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.92
Hourly flow rate (vph)	0	0	0	292	12	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	304	12	12			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	304	12	12			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	688	1069	1607			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	292	12			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1607	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			7.2%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	73	11	0
Future Volume (vph)	0	0	0	73	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			414	284	
Travel Time (s)	3.3			9.4	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	79	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	79	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 7.2% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 403: James Doolittle Blvd & Marriott Drwy

FB B Saturday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	73	11	0
Future Volume (Veh/h)	0	0	0	73	11	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	79	12	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	91	12	12			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	91	12	12			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	909	1069	1607			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	79	12			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1607	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			7.2%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	34	0	39	34	11	0
Future Volume (vph)	34	0	39	34	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.974		
Satd. Flow (prot)	1770	0	0	1814	1863	0
Flt Permitted	0.950			0.974		
Satd. Flow (perm)	1770	0	0	1814	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	302			284	195	
Travel Time (s)	6.9			6.5	4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	0	42	37	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	79	12	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary













Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 20.6% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 404: James Doolittle Blvd & Parking E

FB B Saturday Evening peak hour
 05/23/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	0	39	34	11	0
Future Volume (Veh/h)	34	0	39	34	11	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	0	42	37	12	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	133	12	12			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	133	12	12			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	97			
cM capacity (veh/h)	838	1069	1607			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	37	79	12			
Volume Left	37	42	0			
Volume Right	0	0	0			
cSH	838	1607	1700			
Volume to Capacity	0.04	0.03	0.01			
Queue Length 95th (ft)	3	2	0			
Control Delay (s)	9.5	4.0	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	4.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			20.6%	ICU Level of Service		A
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	0	53	0	0	0	63	353	0	0	244	54
Future Volume (vph)	52	0	53	0	0	0	63	353	0	0	244	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			50			0			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850									0.973	
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1583	0	1863	1863	0	1770	3539	0	1863	3444	0
Flt Permitted	0.952						0.556					
Satd. Flow (perm)	1773	1583	0	1863	1863	0	1036	3539	0	1863	3444	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		465									59	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		239			598			297			507	
Travel Time (s)		5.4			13.6			6.8			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	0	58	0	0	0	68	384	0	0	265	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	58	0	0	0	0	68	384	0	0	324	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm			Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

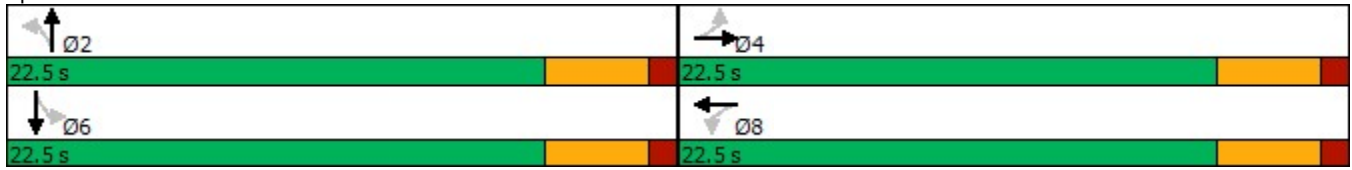
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	6.7	6.7					19.1	19.1				19.1
Actuated g/C Ratio	0.24	0.24					0.67	0.67				0.67
v/c Ratio	0.14	0.08					0.10	0.16				0.14
Control Delay	9.3	0.2					5.3	4.3				3.7
Queue Delay	0.0	0.0					0.0	0.0				0.0
Total Delay	9.3	0.2					5.3	4.3				3.7
LOS	A	A					A	A				A
Approach Delay		4.7						4.5				3.7
Approach LOS		A						A				A
Queue Length 50th (ft)	9	0					5	15				10
Queue Length 95th (ft)	18	0					17	31				23
Internal Link Dist (ft)		159			518			217				427
Turn Bay Length (ft)												
Base Capacity (vph)	1135	1181					787	2690				2632
Starvation Cap Reductn	0	0					0	0				0
Spillback Cap Reductn	0	0					0	0				0
Storage Cap Reductn	0	0					0	0				0
Reduced v/c Ratio	0.05	0.05					0.09	0.14				0.12













Intersection Summary







Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 28.4
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.16
 Intersection Signal Delay: 4.2
 Intersection Capacity Utilization 29.3%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 406: Sands Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	403	244	359	46	54	878
Future Volume (vph)	403	244	359	46	54	878
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	0			0
Storage Lanes	0	1	1			1
Taper Length (ft)	25		0			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850			0.867	0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1534	1504
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1534	1504
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		265			448	175
Link Speed (mph)	30			30	30	
Link Distance (ft)	347			454	230	
Travel Time (s)	7.9			10.3	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	438	265	390	50	59	954
Shared Lane Traffic (%)						47%
Lane Group Flow (vph)	438	265	390	50	507	506
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			4	4	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	Split	NA	NA	pt+ov
Protected Phases	4	2	2	2	6	6 4
Permitted Phases		4				

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	2	2	2	6	6 4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	27.0	25.5	25.5	25.5	22.5	
Total Split (%)	36.0%	34.0%	34.0%	34.0%	30.0%	
Maximum Green (s)	22.5	21.0	21.0	21.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	20.2	43.5	18.7	18.7	15.3	40.2
Actuated g/C Ratio	0.30	0.64	0.27	0.27	0.22	0.59
v/c Ratio	0.83	0.24	0.81	0.10	0.73	0.53
Control Delay	39.5	1.4	38.9	20.5	11.7	7.6
Queue Delay	0.8	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	1.4	38.9	20.5	11.7	7.6
LOS	D	A	D	C	B	A
Approach Delay	25.7			36.8	9.7	
Approach LOS	C			D	A	
Queue Length 50th (ft)	188	0	167	17	23	75
Queue Length 95th (ft)	#339	23	#302	42	127	151
Internal Link Dist (ft)	267			374	150	
Turn Bay Length (ft)	200					
Base Capacity (vph)	603	1165	563	592	744	1011
Starvation Cap Reductn	37	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.23	0.69	0.08	0.68	0.50












Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 68.1
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 20.4
 Intersection Capacity Utilization 74.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

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

Splits and Phases: 408: East Dr/Sands Ave & North Dr














						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	449	0	0	932
Future Volume (vph)	0	0	449	0	0	932
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	143		230			343
Travel Time (s)	3.3		5.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	488	0	0	1013
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	488	0	0	1013
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		4			4
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 29.1% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 409: Sands Ave & Parking E

FB B Saturday Evening peak hour
 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	0	449	0	0	932
Future Volume (Veh/h)	0	0	449	0	0	932
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	488	0	0	1013
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			230			343
pX, platoon unblocked						
vC, conflicting volume	994	244			488	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	994	244			488	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	242	757			1071	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	325	163	506	506	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.19	0.10	0.30	0.30	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			29.1%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
410: MSK Entrance/West Dr & MSK/Garage C

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	20	0	185	7	125	177	39	18	0
Future Volume (vph)	0	0	4	20	0	185	7	125	177	39	18	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.865			0.878			0.914				
Flt Protected					0.995			0.999			0.967	
Satd. Flow (prot)	0	1611	0	0	1627	0	0	3232	0	0	3422	0
Flt Permitted					0.964			0.950			0.748	
Satd. Flow (perm)	0	1611	0	0	1577	0	0	3073	0	0	2647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1024			201			192				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		123			158			348			274	
Travel Time (s)		2.8			3.6			7.9			6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	4	22	0	201	8	136	192	42	20	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	223	0	0	336	0	0	62	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
410: MSK Entrance/West Dr & MSK/Garage C

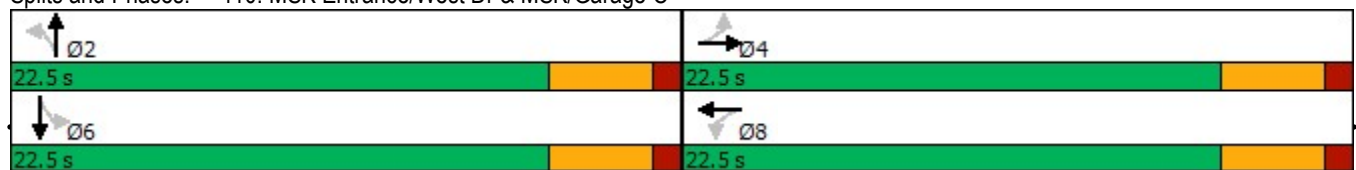
FB B Saturday Evening peak hour
05/23/2024














Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.5			6.5			11.5			11.5	
Actuated g/C Ratio		0.27			0.27			0.48			0.48	
v/c Ratio		0.00			0.39			0.22			0.05	
Control Delay		0.0			4.0			3.2			5.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		0.0			4.0			3.2			5.8	
LOS		A			A			A			A	
Approach Delay					4.0			3.2			5.8	
Approach LOS					A			A			A	
Queue Length 50th (ft)		0			1			4			2	
Queue Length 95th (ft)		0			21			18			7	
Internal Link Dist (ft)		43			78			268			194	
Turn Bay Length (ft)												
Base Capacity (vph)		1463			1230			2509			2129	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.00			0.18			0.13			0.03	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 24.2
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 3.7
 Intersection Capacity Utilization 44.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 410: MSK Entrance/West Dr & MSK/Garage C
















						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			  
Traffic Volume (vph)	0	8	302	8	0	57
Future Volume (vph)	0	8	302	8	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		175	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.865			0.850		
Flt Protected						
Satd. Flow (prot)	1611	0	3539	1583	0	3539
Flt Permitted						
Satd. Flow (perm)	1611	0	3539	1583	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	96		274			121
Travel Time (s)	2.2		6.2			2.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	9	328	9	0	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	328	9	0	62
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.3% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 411: West Dr & Garage C

FB B Saturday Evening peak hour
 05/23/2024










						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			  
Traffic Volume (veh/h)	0	8	302	8	0	57
Future Volume (Veh/h)	0	8	302	8	0	57
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	9	328	9	0	62
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			274			
pX, platoon unblocked						
vC, conflicting volume	359	164			337	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	359	164			337	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	613	852			1219	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	9	164	164	9	21	41
Volume Left	0	0	0	0	0	0
Volume Right	9	0	0	9	0	0
cSH	852	1700	1700	1700	1219	1700
Volume to Capacity	0.01	0.10	0.10	0.01	0.00	0.02
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	9.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	9.3	0.0			0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			18.3%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	57	214	96	0	0
Future Volume (vph)	0	57	214	96	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865				
Flt Protected			0.950	0.981		
Satd. Flow (prot)	0	1611	1681	1736	0	0
Flt Permitted			0.950	0.981		
Satd. Flow (perm)	0	1611	1681	1736	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	155			121	225	
Travel Time (s)	3.5			2.8	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	62	233	104	0	0
Shared Lane Traffic (%)			29%			
Lane Group Flow (vph)	0	62	165	172	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 11.8% ICU Level of Service A
 Analysis Period (min) 15










Intersection Sign configuration not allowed in HCM analysis.

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	144	5	0	673	0	18
Future Volume (vph)	144	5	0	673	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.995					0.865
Flt Protected						
Satd. Flow (prot)	3393	0	0	3505	0	1611
Flt Permitted						
Satd. Flow (perm)	3393	0	0	3505	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			77	131	
Travel Time (s)	5.0			1.8	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	157	5	0	732	0	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	162	0	0	732	0	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 21.9% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	144	5	0	673	0	18
Future Volume (Veh/h)	144	5	0	673	0	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	157	5	0	732	0	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	221			274		
pX, platoon unblocked						
vC, conflicting volume			162		526	81
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			162		526	81
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			1414		482	963
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	105	57	244	488	20	
Volume Left	0	0	0	0	0	
Volume Right	0	5	0	0	20	
cSH	1700	1700	1414	1700	963	
Volume to Capacity	0.06	0.03	0.00	0.29	0.02	
Queue Length 95th (ft)	0	0	0	0	2	
Control Delay (s)	0.0	0.0	0.0	0.0	8.8	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		8.8	
Approach LOS					A	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			21.9%		ICU Level of Service	A
Analysis Period (min)			15			

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	162	0	0	202	0	0
Future Volume (vph)	162	0	0	202	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3406	0	0	3505	0	1863
Flt Permitted						
Satd. Flow (perm)	3406	0	0	3505	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	110			87	126	
Travel Time (s)	2.5			2.0	2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Adj. Flow (vph)	176	0	0	220	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	0	0	220	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 41.4%
 Analysis Period (min) 15
 ICU Level of Service A

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	162	0	0	202	0	0
Future Volume (Veh/h)	162	0	0	202	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	176	0	0	220	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	408			87		
pX, platoon unblocked					0.98	
vC, conflicting volume			176		286	88
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			176		232	88
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1398		721	953
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	117	59	110	110	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.07	0.03	0.06	0.06	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			41.4%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
415: South Dr

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	57	0	0	193	21	9	0	0	0	0	0
Future Volume (vph)	105	57	0	0	193	21	9	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.985							
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1770	1863	0	0	3486	0	0	1752	0	0	0	0
Flt Permitted	0.607							0.950				
Satd. Flow (perm)	1131	1863	0	0	3486	0	0	1752	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					23							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		87			155			141			137	
Travel Time (s)		2.0			3.5			3.2			3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	6%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	114	62	0	0	210	23	10	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	62	0	0	233	0	0	10	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			10	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2				
Detector Template	Left	Thru		Left	Thru		Left	Thru				
Leading Detector (ft)	20	100		20	100		20	100				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	20	6		20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4			8			2					
Detector Phase	4	4		8	8		2	2				
Switch Phase												

Lanes, Volumes, Timings
415: South Dr

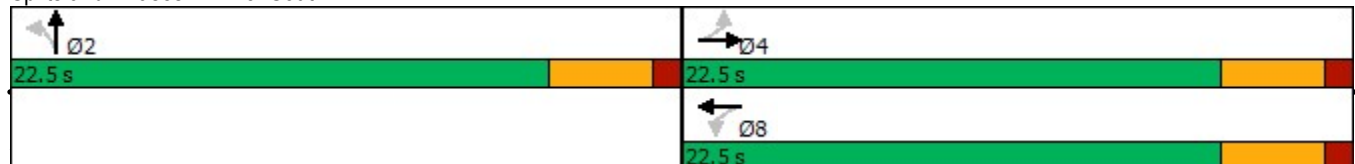
FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0				
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%				
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0				
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	None	None		None	None		Min	Min				
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)	7.6	7.6			7.6			9.4				
Actuated g/C Ratio	0.33	0.33			0.33			0.40				
v/c Ratio	0.31	0.10			0.20			0.01				
Control Delay	7.7	5.3			5.1			7.1				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay	7.7	5.3			5.1			7.1				
LOS	A	A			A			A				
Approach Delay		6.9			5.1			7.1				
Approach LOS		A			A			A				
Queue Length 50th (ft)	8	4			6			1				
Queue Length 95th (ft)	21	12			15			5				
Internal Link Dist (ft)		7			75			61				57
Turn Bay Length (ft)												
Base Capacity (vph)	878	1447			2714			1459				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.13	0.04			0.09			0.01				













Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 23.3
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.31
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 27.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 415: South Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	64	48	70	6	0	47	0	61	587	0	569
Future Volume (vph)	0	64	48	70	6	0	47	0	61	587	0	569
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		0	0		0
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt			0.850						0.850		0.923	0.850
Flt Protected					0.956		0.950			0.950	0.976	
Satd. Flow (prot)	0	1863	1583	0	3383	0	1770	0	1583	1681	1527	1504
Flt Permitted					0.955		0.497			0.950	0.976	
Satd. Flow (perm)	0	1863	1583	0	3380	0	926	0	1583	1681	1527	1504
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52						66		141	402
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			489			334			298	
Travel Time (s)		10.6			11.1			7.6			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	70	52	76	7	0	51	0	66	638	0	618
Shared Lane Traffic (%)										32%		35%
Lane Group Flow (vph)	0	70	52	0	83	0	51	0	66	434	420	402
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		4			4			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1		1	1	2	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		100	20	20	100		20		20	20	100	20
Trailing Detector (ft)		0	0	0	0		0		0	0	0	0
Detector 1 Position(ft)		0	0	0	0		0		0	0	0	0
Detector 1 Size(ft)		6	20	20	6		20		20	20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA		Perm		Perm	Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8			2		2	6		6

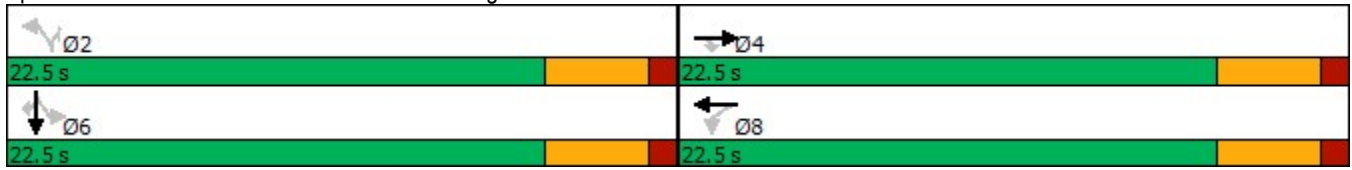
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5		22.5		22.5	22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%		50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0		18.0		18.0	18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5		4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		Min		Min	Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		6.7	6.7		6.7		23.2		23.2	23.2	23.2	23.2
Actuated g/C Ratio		0.21	0.21		0.21		0.72		0.72	0.72	0.72	0.72
v/c Ratio		0.18	0.14		0.12		0.08		0.06	0.36	0.37	0.34
Control Delay		12.3	5.4		11.3		4.5		1.8	5.5	4.2	1.6
Queue Delay		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		12.3	5.4		11.3		4.5		1.8	5.5	4.2	1.6
LOS		B	A		B		A		A	A	A	A
Approach Delay		9.4			11.3			3.0			3.8	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)		11	0		6		4		0	41	25	0
Queue Length 95th (ft)		29	15		16		14		9	95	69	24
Internal Link Dist (ft)		387			409			254			218	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1045	911		1897		663		1152	1203	1133	1191
Starvation Cap Reductn		0	0		0		0		0	0	0	0
Spillback Cap Reductn		0	0		0		0		0	0	0	0
Storage Cap Reductn		0	0		0		0		0	0	0	0
Reduced v/c Ratio		0.07	0.06		0.04		0.08		0.06	0.36	0.37	0.34

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 32.4
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 4.6
 Intersection Capacity Utilization 46.8%
 Analysis Period (min) 15










Intersection LOS: A
 ICU Level of Service A







Splits and Phases: 416: Valet Below Mice/Garage A & Nassau Coliseum Access/North Drive



Lanes, Volumes, Timings
417: North Drive/North Dr & Rideshare Entrance

FB B Saturday Evening peak hour
05/23/2024

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	64	648	76	1161	0	0
Future Volume (vph)	64	648	76	1161	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	50				0	
Lane Util. Factor	0.95	0.95	0.91	0.91	1.00	1.00
Frt			0.867	0.850		
Flt Protected		0.995				
Satd. Flow (prot)	0	3522	2939	1441	0	0
Flt Permitted		0.871				
Satd. Flow (perm)	0	3083	2939	1441	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			631	631		
Link Speed (mph)		30	30		30	
Link Distance (ft)		489	347		275	
Travel Time (s)		11.1	7.9		6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	704	83	1262	0	0
Shared Lane Traffic (%)				50%		
Lane Group Flow (vph)	0	774	714	631	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		4	4		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1		
Detector Template	Left	Thru	Thru	Right		
Leading Detector (ft)	20	100	100	20		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	D.P+P	NA	NA	Perm		
Protected Phases	1	1 2	2			
Permitted Phases	2			2		







						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	1 2	2	2		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	9.5		22.5	22.5		
Total Split (s)	10.0		30.0	30.0		
Total Split (%)	25.0%		75.0%	75.0%		
Maximum Green (s)	5.5		25.5	25.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	1.0		1.0	1.0		
Lost Time Adjust (s)			0.0	0.0		
Total Lost Time (s)			4.5	4.5		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		None	None		
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)		28.0	22.3	22.3		
Actuated g/C Ratio		0.75	0.60	0.60		
v/c Ratio		0.32	0.35	0.57		
Control Delay		1.1	1.1	2.6		
Queue Delay		0.0	0.0	0.0		
Total Delay		1.1	1.1	2.6		
LOS		A	A	A		
Approach Delay		1.1	1.8			
Approach LOS		A	A			
Queue Length 50th (ft)		0	2	0		
Queue Length 95th (ft)		0	14	24		
Internal Link Dist (ft)		409	267		195	
Turn Bay Length (ft)				200		
Base Capacity (vph)		2577	2255	1201		
Starvation Cap Reductn		0	0	8		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.30	0.32	0.53		

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 37.2
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 1.5
 Intersection Capacity Utilization 75.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 417: North Drive/North Dr & Rideshare Entrance









						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Volume (vph)	0	162	202	0	0	471
Future Volume (vph)	0	162	202	0	0	471
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		77	110		117	
Travel Time (s)		1.8	2.5		2.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	176	220	0	0	512
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	176	220	0	0	512
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 41.4% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
419: South Dr













FB B Saturday Evening peak hour
05/23/2024

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Volume (veh/h)	0	162	202	0	0	471
Future Volume (Veh/h)	0	162	202	0	0	471
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	176	220	0	0	512
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		298	197			
pX, platoon unblocked						
vC, conflicting volume	220				308	110
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	220				308	110
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	44
cM capacity (veh/h)	1346				660	922
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	88	88	110	110	512	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	512	
cSH	1700	1700	1700	1700	922	
Volume to Capacity	0.05	0.05	0.06	0.06	0.56	
Queue Length 95th (ft)	0	0	0	0	88	
Control Delay (s)	0.0	0.0	0.0	0.0	13.7	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		13.7	
Approach LOS					B	
Intersection Summary						
Average Delay			7.7			
Intersection Capacity Utilization			41.4%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
420: Washington St & W Columbus St/Driveway

FB B Saturday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	0	99	0	0	0	104	169	4	0	217	38
Future Volume (vph)	31	0	99	0	0	0	104	169	4	0	217	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.997			0.980	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1685	1256	0	1773	0	1620	1894	0	0	1950	0
Flt Permitted							0.593					
Satd. Flow (perm)	0	1773	1256	0	1773	0	1011	1894	0	0	1950	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105					2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	8%	0%	0%	0%	4%	0%	0%	0%	2%	1%
Parking (#/hr)			0									
Adj. Flow (vph)	33	0	105	0	0	0	111	180	4	0	231	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	105	0	0	0	111	184	0	0	271	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	pm+ov				pm+pt	NA			NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		10.3	11.5				33.7	37.9			25.2	
Actuated g/C Ratio		0.23	0.25				0.75	0.84			0.56	
v/c Ratio		0.08	0.26				0.13	0.12			0.25	
Control Delay		17.8	4.5				4.2	3.4			10.0	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		17.8	4.5				4.2	3.4			10.0	
LOS		B	A				A	A			B	
Approach Delay		7.7						3.7			10.0	
Approach LOS		A						A			B	
Queue Length 50th (ft)		5	0				0	0			25	
Queue Length 95th (ft)		28	22				29	44			111	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		927	397				866	1497			1093	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.04	0.26				0.13	0.12			0.25	

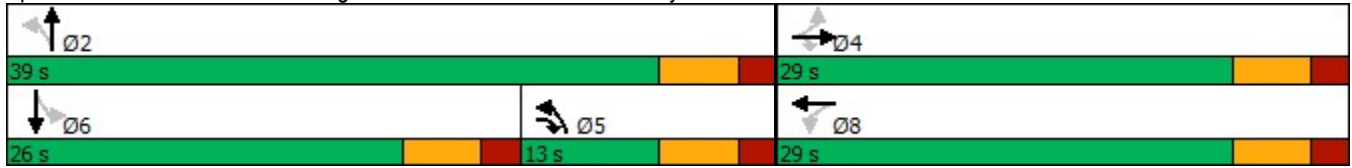
Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 45.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 6.9
 Intersection Capacity Utilization 56.7%

Intersection LOS: A
 ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 420: Washington St & W Columbus St/Driveway





N-3 2030 Build Conditions

N-3.6 Weekday PM peak hour – Holiday

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	263	1600	52	293	1383	510	58	369	482	464	382
Future Volume (vph)	3	263	1600	52	293	1383	510	58	369	482	464	382
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		375		245	250		0	95		235	300	
Storage Lanes		1		1	2		1	1		1	2	
Taper Length (ft)		85			110			130			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor				0.99	1.00					0.99	1.00	
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3467	5136	1442	3467	6471	1583	1736	3438	1615	3335	3471
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3467	5136	1424	3466	6471	1583	1736	3438	1592	3330	3471
Right Turn on Red				Yes			No			Yes		
Satd. Flow (RTOR)				225						143		
Link Speed (mph)			30			40			30			30
Link Distance (ft)			566			700			662			581
Travel Time (s)			12.9			11.9			15.0			13.2
Confl. Peds. (#/hr)				2	2					2	2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	1%	12%	1%	1%	2%	4%	5%	0%	5%	4%
Adj. Flow (vph)	3	268	1633	53	299	1411	520	59	377	492	473	390
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	271	1633	53	299	1411	520	59	377	492	473	390
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	263
Future Volume (vph)	263
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	0%
Adj. Flow (vph)	268
Shared Lane Traffic (%)	
Lane Group Flow (vph)	268
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	5	2		1	6		3	8	1	7	4
Permitted Phases				Free			6 7			8		
Detector Phase	5	5	2		1	6	6 7	3	8	1	7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0
Minimum Split (s)	9.0	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0
Total Split (s)	27.0	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0
Total Split (%)	16.9%	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%
Maximum Green (s)	21.0	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None
Walk Time (s)	5.0	5.0	7.0			7.0			7.0			7.0
Flash Dont Walk (s)	7.0	7.0	28.0			28.0			33.0			33.0
Pedestrian Calls (#/hr)	0	0	0			1			1			0
Act Effct Green (s)		16.8	64.2	160.0	21.5	68.9	100.9	9.8	25.3	45.8	26.0	42.7
Actuated g/C Ratio		0.10	0.40	1.00	0.13	0.43	0.63	0.06	0.16	0.29	0.16	0.27
v/c Ratio		0.74	0.79	0.04	0.64	0.51	0.52	0.56	0.70	0.88	0.87	0.42
Control Delay		81.9	46.3	0.1	88.7	19.0	12.2	91.7	69.9	53.1	82.8	49.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Total Delay		81.9	46.3	0.1	88.7	19.0	12.8	91.7	69.9	53.1	82.8	49.5
LOS		F	D	A	F	B	B	F	E	D	F	D
Approach Delay			50.0			26.9			62.4			59.9
Approach LOS			D			C			E			E
Queue Length 50th (ft)		144	538	0	168	127	109	61	202	356	250	184
Queue Length 95th (ft)		190	#688	0	#270	274	665	111	230	469	313	208
Internal Link Dist (ft)			486			620			582			501
Turn Bay Length (ft)		375		245	250			95		235	300	
Base Capacity (vph)		457	2061	1424	466	2786	1028	173	902	560	604	1171
Starvation Cap Reductn		0	0	0	0	0	200	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.59	0.79	0.04	0.64	0.51	0.63	0.34	0.42	0.88	0.78	0.33

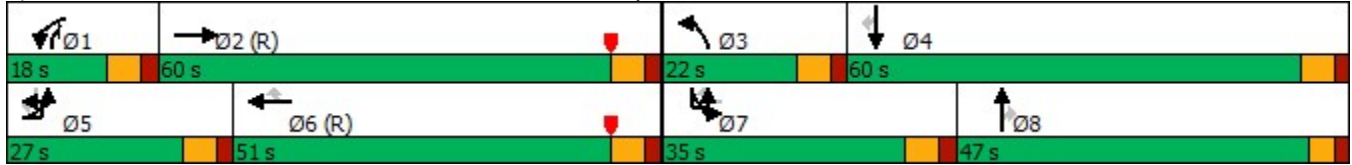
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 45.4
 Intersection LOS: D

Lane Group	SBR
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	65.6
Actuated g/C Ratio	0.41
v/c Ratio	0.41
Control Delay	34.5
Queue Delay	0.0
Total Delay	34.5
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	206
Queue Length 95th (ft)	231
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	692
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.39
Intersection Summary	

Intersection Capacity Utilization 89.2% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	1438	191	157	896	86	178	278	165	152	176	45
Future Volume (vph)	85	1438	191	157	896	86	178	278	165	152	176	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98		1.00		1.00		0.97		0.99	
Frt			0.850		0.987				0.850		0.982	
Flt Protected	0.950			0.950			0.950				0.980	
Satd. Flow (prot)	1805	5136	1568	1752	5053	0	3502	1881	1615	0	3394	0
Flt Permitted	0.205			0.057			0.950				0.980	
Satd. Flow (perm)	389	5136	1544	105	5053	0	3499	1881	1574	0	3381	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			139		11				61			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	4		2	2		4	1		9	9		1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	3%	3%	1%	2%	0%	1%	0%	1%	3%	3%
Adj. Flow (vph)	93	1580	210	173	985	95	196	305	181	167	193	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	1580	210	173	1080	0	196	305	181	0	409	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	73.2	63.6	63.6	86.2	70.8		31.8	31.8	48.6		23.8	
Actuated g/C Ratio	0.46	0.40	0.40	0.54	0.44		0.20	0.20	0.30		0.15	
v/c Ratio	0.35	0.77	0.30	0.76	0.48		0.28	0.82	0.34		0.81	
Control Delay	23.6	46.5	13.6	60.1	33.0		54.3	78.4	25.4		78.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	23.6	46.5	13.6	60.1	33.0		54.3	78.4	25.4		78.6	
LOS	C	D	B	E	C		D	E	C		E	
Approach Delay		41.7			36.8			57.4			78.6	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	49	552	49	129	301		90	308	90		214	
Queue Length 95th (ft)	81	627	119	215	355		122	402	141		#340	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	378	2041	697	262	2241		853	458	555		504	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.25	0.77	0.30	0.66	0.48		0.23	0.67	0.33		0.81	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 69 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 46.3
 Intersection LOS: D

Intersection Capacity Utilization 84.7%

ICU Level of Service E













Analysis Period (min) 15

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

Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	1314	114	521	786	43	132	631	1145	129	589	173
Future Volume (vph)	131	1314	114	521	786	43	132	631	1145	129	589	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	1.00				1.00		1.00	0.99	0.99			0.98
Frt		0.988			0.992			0.929	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5054	0	3400	3508	0	1687	3086	1413	1770	3438	1583
Flt Permitted	0.950			0.950			0.244			0.103		
Satd. Flow (perm)	1768	5054	0	3400	3508	0	432	3086	1395	192	3438	1550
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			158	70			
Link Speed (mph)		40			40			40				30
Link Distance (ft)		671			516			310				394
Travel Time (s)		11.4			8.8			5.3				9.0
Confl. Peds. (#/hr)	2					2	8					8
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	6%	3%	2%	2%	7%	3%	4%	2%	5%	2%
Adj. Flow (vph)	138	1383	120	548	827	45	139	664	1205	136	620	182
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	138	1503	0	548	872	0	139	1267	602	136	620	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		3			0						1	
Act Effct Green (s)	15.3	42.5		23.0	50.2		50.3	38.7	61.7	50.7	39.0	54.2
Actuated g/C Ratio	0.11	0.30		0.16	0.36		0.36	0.28	0.44	0.36	0.28	0.39
v/c Ratio	0.72	0.98		0.98	0.69		0.54	1.31	0.92	0.67	0.65	0.30
Control Delay	79.9	66.8		91.8	42.2		35.8	182.1	49.9	47.3	48.9	27.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.9	66.8		91.8	42.2		35.8	182.1	49.9	47.3	48.9	27.4
LOS	E	E		F	D		D	F	D	D	D	C
Approach Delay		67.9			61.3			132.3			44.5	
Approach LOS		E			E			F			D	
Queue Length 50th (ft)	123	495		259	351		82	~766	470	80	265	107
Queue Length 95th (ft)	189	#600		#379	457		132	#933	#563	144	341	157
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	290	1552		558	1261		288	968	657	230	956	691
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.97		0.98	0.69		0.48	1.31	0.92	0.59	0.65	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.31

Intersection Signal Delay: 84.2
 Intersection Capacity Utilization 99.6%
 Analysis Period (min) 15













Intersection LOS: F
 ICU Level of Service F

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

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

↙ Ø1	→ Ø2 (R)	↘ Ø3	↓ Ø4
29 s	49 s	20 s	42 s
↘ Ø5	← Ø6 (R)	↙ Ø7	↑ Ø8
29 s	49 s	20 s	42 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	592	615	278	16	224	156	115	772	17	215	861	351
Future Volume (vph)	592	615	278	16	224	156	115	772	17	215	861	351
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt			0.850		0.938			0.997			0.994	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3574	1615	1805	3347	0	1656	3430	0	1745	3308	1393
Flt Permitted	0.950			0.950			0.108			0.119		
Satd. Flow (perm)	3467	3574	1615	1805	3347	0	188	3430	0	219	3308	1393
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			299									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	0%	2%	0%	9%	5%	0%	0%	4%	2%
Adj. Flow (vph)	637	661	299	17	241	168	124	830	18	231	926	377
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	637	661	299	17	409	0	124	848	0	231	964	339
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											
Detector 2 Channel												

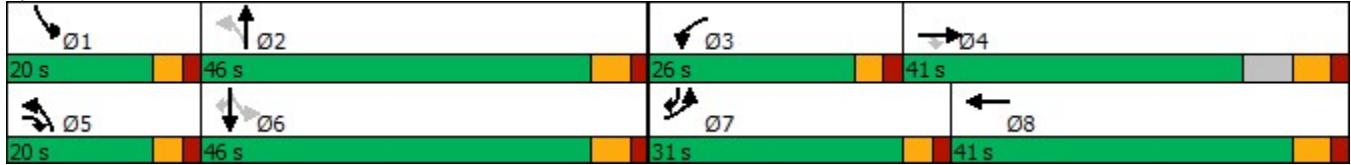
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	25.8	46.2	62.3	5.7	19.9		48.0	36.9		56.2	41.3	73.2
Actuated g/C Ratio	0.22	0.39	0.52	0.05	0.17		0.40	0.31		0.47	0.35	0.61
v/c Ratio	0.85	0.48	0.30	0.20	0.73		0.62	0.80		0.80	0.84	0.40
Control Delay	57.5	30.2	2.7	62.4	55.8		34.9	44.9		46.6	44.7	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	57.5	30.2	2.7	62.4	55.8		34.9	44.9		46.6	44.7	14.6
LOS	E	C	A	E	E		C	D		D	D	B
Approach Delay		35.9			56.1			43.6			38.3	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	246	187	0	13	160		52	317		108	373	136
Queue Length 95th (ft)	#375	294	45	40	221		109	421		#270	#569	257
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	759	1386	1042	319	986		269	1156		296	1147	858
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.84	0.48	0.29	0.05	0.41		0.46	0.73		0.78	0.84	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 119.2
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 40.3
 Intersection LOS: D

Intersection Capacity Utilization 80.4% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	439	1089	59	33	448	119	64	185	173	447	149	548
Future Volume (vph)	439	1089	59	33	448	119	64	185	173	447	149	548
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor	1.00				1.00		1.00					0.99
Frt		0.992			0.969				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.971	
Satd. Flow (prot)	1770	6400	0	1805	4839	0	1752	1881	1599	1626	3298	2814
Flt Permitted	0.282			0.205			0.950			0.950	0.971	
Satd. Flow (perm)	525	6400	0	390	4839	0	1750	1881	1599	1626	3298	2773
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			47				70			577
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)	1					1	2					2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	7%	0%	4%	2%	3%	1%	1%	1%	3%	1%
Adj. Flow (vph)	462	1146	62	35	472	125	67	195	182	471	157	577
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	462	1208	0	35	597	0	67	195	182	235	393	577
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		1			0		0	0		0	0	
Act Effct Green (s)	74.9	61.1		45.8	38.0		20.7	20.7	28.5	26.5	26.5	57.3
Actuated g/C Ratio	0.54	0.44		0.33	0.27		0.15	0.15	0.20	0.19	0.19	0.41
v/c Ratio	0.83	0.43		0.17	0.44		0.26	0.70	0.48	0.77	0.63	0.39
Control Delay	39.5	29.8		23.0	39.9		53.8	70.0	19.4	69.6	56.3	2.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	29.8		23.0	39.9		53.8	70.0	19.4	69.6	56.3	2.7
LOS	D	C		C	D		D	E	B	E	E	A
Approach Delay		32.5			39.0			46.8			33.2	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	259	218		15	152		55	171	56	224	181	0
Queue Length 95th (ft)	#674	305		40	192		97	244	79	316	228	38
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	555	2795		337	1347		375	403	492	357	724	1485
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.43		0.10	0.44		0.18	0.48	0.37	0.66	0.54	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 35.4













Intersection LOS: D

Intersection Capacity Utilization 100.6% ICU Level of Service G
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave

↖ Ø1 24 s	→ Ø2 (R) 44 s	↖ Ø3 36 s	↖ Ø4 36 s
↙ Ø5 24 s	← Ø6 (R) 44 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	1078	195	296	641	143	286	451	308	175	343	55
Future Volume (vph)	121	1078	195	296	641	143	286	451	308	175	343	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0	200		0	200		270
Storage Lanes	1		0	2		0	1		2	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	1.00	0.95	0.88	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00					0.99	1.00		
Frt		0.977			0.973				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	4992	0	3367	4966	0	1719	3539	2682	1752	3505	1583
Flt Permitted	0.950			0.950			0.330			0.322		
Satd. Flow (perm)	1787	4992	0	3363	4966	0	597	3539	2646	594	3505	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			35				246			70
Link Speed (mph)		40			40			45			30	
Link Distance (ft)		670			780			367			590	
Travel Time (s)		11.4			13.3			5.6			13.4	
Confl. Peds. (#/hr)			2	2					1	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	3%	4%	2%	0%	5%	2%	6%	3%	3%	2%
Adj. Flow (vph)	129	1147	207	315	682	152	304	480	328	186	365	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	1354	0	315	834	0	304	480	328	186	365	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			24			24			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		60			22			24			22	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												









												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	32.0		5.0	32.0		5.0	12.0	5.0	5.0	12.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		10.0	19.0	10.0	10.0	19.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		25.0	45.0	25.0	25.0	45.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		17.9%	32.1%	17.9%	17.9%	32.1%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		20.0	38.0	20.0	20.0	38.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	3.0	2.0	2.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	7.0	5.0	5.0	7.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	4.0	3.0	3.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)								7.0				
Flash Dont Walk (s)								30.0				
Pedestrian Calls (#/hr)								1				
Act Effct Green (s)	15.4	54.4		18.1	57.1		48.5	27.4	47.5	41.9	23.8	46.2
Actuated g/C Ratio	0.11	0.39		0.13	0.41		0.35	0.20	0.34	0.30	0.17	0.33
v/c Ratio	0.66	0.69		0.72	0.41		0.84	0.69	0.31	0.60	0.61	0.10
Control Delay	75.1	38.9		68.4	30.9		54.6	57.5	7.7	39.3	57.3	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.1	38.9		68.4	30.9		54.6	57.5	7.7	39.3	57.3	4.0
LOS	E	D		E	C		D	E	A	D	E	A
Approach Delay		42.0			41.2			42.0			46.7	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	114	360		143	182		219	221	27	124	167	0
Queue Length 95th (ft)	179	#554		192	282		257	254	53	155	193	20
Internal Link Dist (ft)		590			700			287			510	
Turn Bay Length (ft)	180			350			200			200		270
Base Capacity (vph)	258	1954		491	2045		367	960	1105	359	951	621
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.69		0.64	0.41		0.83	0.50	0.30	0.52	0.38	0.10

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 42.4
 Intersection Capacity Utilization 81.0%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

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

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave













 25 s	 45 s	 25 s	 45 s
 25 s	 45 s	 25 s	 45 s

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB B Weekday PM Holiday Peak
05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	236	1373	14	440	1063	65	3	431	253	65	524
Future Volume (vph)	4	236	1373	14	440	1063	65	3	431	253	65	524
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		135		0	300		0	0		0	0	
Storage Lanes		1		0	1		0	0		0	0	
Taper Length (ft)		40			40			0			0	
Lane Util. Factor	0.91	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor									1.00			1.00
Frt			0.999			0.991			0.945			0.963
Flt Protected		0.950			0.950							0.996
Satd. Flow (prot)	0	1805	5182	0	3467	3557	0	0	3284	0	0	3288
Flt Permitted		0.950			0.950				0.950			0.639
Satd. Flow (perm)	0	1805	5182	0	3467	3557	0	0	3120	0	0	2110
Right Turn on Red				No			No			No		
Satd. Flow (RTOR)												
Link Speed (mph)			30			30			20			20
Link Distance (ft)			529			566			958			393
Travel Time (s)			12.0			12.9			32.7			13.4
Confl. Peds. (#/hr)								2				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	10%	0%	5%	2%	5%	6%
Adj. Flow (vph)	4	257	1492	15	478	1155	71	3	468	275	71	570
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	261	1507	0	478	1226	0	0	746	0	0	850
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			80			40			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			52			16			28			36
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2		1	2		1	2		1	2
Detector Template	Left		Thru			Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	56	100		30	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	30	6		30	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		36	94			94			94			94
Detector 2 Size(ft)		20	6			6			6			6
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0			0.0			0.0

Lane Group	SBR	Ø3
Lane Configurations		
Traffic Volume (vph)	192	
Future Volume (vph)	192	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	2	
Peak Hour Factor	0.92	
Heavy Vehicles (%)	2%	
Adj. Flow (vph)	209	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	Prot	NA		Prot	NA		Perm	NA		Perm	NA
Protected Phases	5	5	2		1	6			4			4
Permitted Phases								4			4	
Detector Phase	5	5	2		1	6		4	4		4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0
Minimum Split (s)	10.0	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9
Total Split (s)	27.0	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0
Total Split (%)	15.3%	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%
Maximum Green (s)	22.0	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		5.0	6.0		8.0	6.0			13.9			13.9
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0
Recall Mode	None	None	None		None	None		None	None		None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.1	50.3		22.1	53.4			46.4			46.4
Actuated g/C Ratio		0.14	0.33		0.14	0.35			0.30			0.30
v/c Ratio		1.00	0.88		0.95	0.99			0.79			1.33
Control Delay		119.3	55.5		93.3	70.9			56.1			198.1
Queue Delay		0.0	0.0		0.0	0.0			0.0			0.0
Total Delay		119.3	55.5		93.3	70.9			56.1			198.1
LOS		F	E		F	E			E			F
Approach Delay			64.9			77.2			56.1			198.1
Approach LOS			E			E			E			F
Queue Length 50th (ft)		250	486		234	595			336			~536
Queue Length 95th (ft)		#562	#792		#453	#1035			#576			#879
Internal Link Dist (ft)			449			486			878			313
Turn Bay Length (ft)		135			300							
Base Capacity (vph)		261	1709		503	1243			949			641
Starvation Cap Reductn		0	0		0	0			0			0
Spillback Cap Reductn		0	0		0	0			0			0
Storage Cap Reductn		0	0		0	0			0			0
Reduced v/c Ratio		1.00	0.88		0.95	0.99			0.79			1.33

Intersection Summary

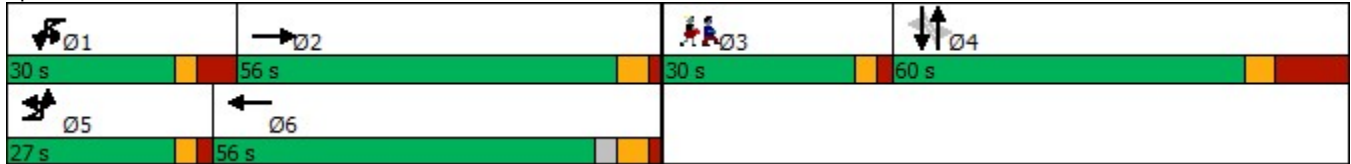
Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 152.6
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 90.1
 Intersection Capacity Utilization 119.8%
 Intersection LOS: F
 ICU Level of Service H


















Lane Group	SBR	Ø3
Turn Type		
Protected Phases		3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		33.0
Total Split (s)		30.0
Total Split (%)		17%
Maximum Green (s)		25.0
Yellow Time (s)		3.0
All-Red Time (s)		2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		1.0
Recall Mode		None
Walk Time (s)		10.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		1
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Analysis Period (min) 15

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



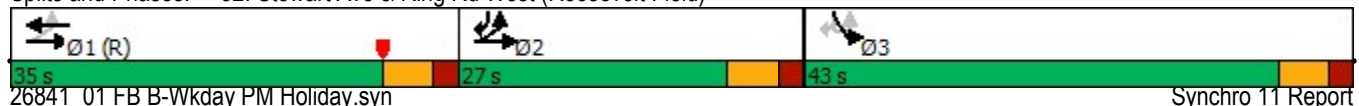
							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		  	  			 	
Traffic Volume (vph)	443	1390	891	119	5	102	635
Future Volume (vph)	443	1390	891	119	5	102	635
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Frt			0.982			0.888	0.850
Flt Protected	0.950					0.988	
Satd. Flow (prot)	1652	4793	4800	0	0	3074	1407
Flt Permitted	0.202					0.988	
Satd. Flow (perm)	351	4793	4800	0	0	3074	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			22			342	9
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	1%	2%	7%	0%	4%	1%
Adj. Flow (vph)	476	1495	958	128	5	110	683
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	476	1495	1086	0	0	457	341
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2
Permitted Phases	12				3		3
Detector Phase	2	12	1		3	3	2

Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	75.3	81.3	49.9			11.7	43.1
Actuated g/C Ratio	0.72	0.77	0.48			0.11	0.41
v/c Ratio	0.84	0.40	0.47			0.71	0.59
Control Delay	38.9	4.4	18.9			18.2	28.8
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	38.9	4.4	18.9			18.2	28.8
LOS	D	A	B			B	C
Approach Delay		12.8	18.9			22.7	
Approach LOS		B	B			C	
Queue Length 50th (ft)	166	88	164			38	193
Queue Length 95th (ft)	#398	145	209			85	292
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	566	3712	2293			1304	582
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	0.84	0.40	0.47			0.35	0.59

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 16.5
 Intersection Capacity Utilization 69.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	26	2064	456	25	226	1721	101	413	47	524	119
Future Volume (vph)	2	26	2064	456	25	226	1721	101	413	47	524	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00					1.00			0.99	0.98	1.00
Frt				0.850			0.992			0.892	0.850	
Flt Protected		0.950				0.950			0.950	0.993		0.950
Satd. Flow (prot)	0	1685	4964	1589	0	3385	6196	0	3053	1422	1534	1737
Flt Permitted		0.950				0.950			0.950	0.993		0.950
Satd. Flow (perm)	0	1684	4964	1589	0	3385	6196	0	3053	1422	1511	1731
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				358			8			81	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		4						4			5	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	5%	0%	0%	1%	1%	4%	0%	0%	2%
Adj. Flow (vph)	2	27	2150	475	26	235	1793	105	430	49	546	124
Shared Lane Traffic (%)									10%		43%	36%
Lane Group Flow (vph)	0	29	2150	475	0	261	1898	0	387	327	311	79
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (vph)	35	50
Future Volume (vph)	35	50
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.973	
Satd. Flow (prot)	1679	1615
Flt Permitted	0.973	
Satd. Flow (perm)	1676	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	36	52
Shared Lane Traffic (%)		
Lane Group Flow (vph)	81	52
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	0			2		0	0		
Act Effct Green (s)		8.3	61.8	104.7		17.8	73.7		42.8	42.8	66.6	13.6
Actuated g/C Ratio		0.05	0.39	0.65		0.11	0.46		0.27	0.27	0.42	0.08
v/c Ratio		0.33	1.12	0.41		0.70	0.66		0.47	0.74	0.47	0.54
Control Delay		93.1	95.4	1.6		78.2	36.9		50.6	50.3	28.0	83.3
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		93.1	95.4	1.6		78.2	37.0		50.6	50.3	28.0	83.3
LOS		F	F	A		E	D		D	D	C	F
Approach Delay			78.6				41.9			43.7		
Approach LOS			E				D			D		
Queue Length 50th (ft)		31	~1023	14		138	485		179	268	186	84
Queue Length 95th (ft)		m41	#1154	m46		181	547		239	416	266	145
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	1918	1190		507	2856		885	469	714	173
Starvation Cap Reductn		0	0	35		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	30		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.12	1.12	0.41		0.51	0.67		0.44	0.70	0.44	0.46

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.12

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	13.6	21.9
Actuated g/C Ratio	0.08	0.14
v/c Ratio	0.57	0.24
Control Delay	85.9	33.4
Queue Delay	0.0	0.0
Total Delay	85.9	33.4
LOS	F	C
Approach Delay	72.0	
Approach LOS	E	
Queue Length 50th (ft)	87	27
Queue Length 95th (ft)	149	49
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	167	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.49	0.13







Intersection Summary















Intersection Signal Delay: 59.4
 Intersection Capacity Utilization 97.5%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F

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

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	461	315	151	1512	1098	170
Future Volume (vph)	461	315	151	1512	1098	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.980	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1583	1752	3438	3375	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1583	367	3438	3375	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		3			22	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			3			3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	2%	3%	5%	5%	2%
Adj. Flow (vph)	470	321	154	1543	1120	173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	470	321	154	1543	1293	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	1					
Act Effct Green (s)	15.4	34.5	37.1	39.1	20.1	
Actuated g/C Ratio	0.23	0.52	0.56	0.59	0.30	
v/c Ratio	0.61	0.39	0.30	0.76	1.25	
Control Delay	26.1	11.1	8.2	14.6	146.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	26.1	11.1	8.2	14.6	146.5	
LOS	C	B	A	B	F	
Approach Delay	20.0			14.0	146.5	
Approach LOS	C			B	F	
Queue Length 50th (ft)	88	72	23	217	~353	
Queue Length 95th (ft)	129	122	57	388	#544	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1262	807	517	2020	1032	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.37	0.40	0.30	0.76	1.25	

Intersection Summary















Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 66.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 60.6
 Intersection Capacity Utilization 70.7%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.







Intersection LOS: E
 ICU Level of Service C

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	64	28	18	1868	1248	23
Future Volume (vph)	64	28	18	1868	1248	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor	1.00				1.00	
Frt		0.850			0.997	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1719	1615	1805	4988	3456	0
Flt Permitted	0.950		0.190			
Satd. Flow (perm)	1718	1615	361	4988	3456	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		29			2	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)	1					
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	0%	0%	4%	4%	9%
Adj. Flow (vph)	67	29	19	1966	1314	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	29	19	1966	1338	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3	1 2			
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	8.6	8.6	35.6	44.0	21.1	
Actuated g/C Ratio	0.15	0.15	0.63	0.77	0.37	
v/c Ratio	0.26	0.11	0.03	0.51	1.04	
Control Delay	23.8	9.9	5.3	5.4	62.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.8	9.9	5.3	5.4	62.6	
LOS	C	A	A	A	E	
Approach Delay	19.6			5.4	62.6	
Approach LOS	B			A	E	
Queue Length 50th (ft)	20	0	2	120	~343	
Queue Length 95th (ft)	50	18	8	181	#486	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	817	783	611	3702	1288	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.04	0.03	0.53	1.04	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 56.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 28.2
 Intersection Capacity Utilization 51.1%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: C
 ICU Level of Service A

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

Splits and Phases: 56: Merrick Ave & Privado Rd





N-3 2030 Build Conditions

N-3.7 Saturday Midday peak hour - Holiday

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	288	1546	57	291	1551	714	75	336	365	574	318	297
Future Volume (vph)	288	1546	57	291	1551	714	75	336	365	574	318	297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235	300		0
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	85			110			130			75		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00					0.97	0.99		0.99	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5085	1482	3502	6471	1583	1736	3471	1599	3400	3438	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3459	5085	1482	3502	6471	1530	1726	3471	1578	3397	3438	1566
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		566			700			662			581	
Travel Time (s)		12.9			11.9			15.0			13.2	
Confl. Peds. (#/hr)	16					16	7		1	1		7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	2%	9%	0%	1%	2%	4%	4%	1%	3%	5%	1%
Adj. Flow (vph)	297	1594	59	300	1599	736	77	346	376	592	328	306
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	1594	59	300	1599	736	77	346	376	592	328	306
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

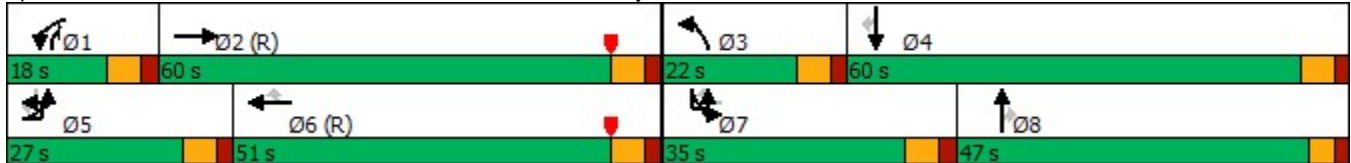
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	custom
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			Free			6 7			8			4 5
Detector Phase	5	2		1	6	6 7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		11.0	16.0	9.0	11.0	16.0	
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0	
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%	
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	7.0			7.0			7.0			7.0	
Flash Dont Walk (s)	7.0	28.0			28.0			33.0			33.0	
Pedestrian Calls (#/hr)	0	2			0			0			5	
Act Effct Green (s)	18.0	63.7	160.0	22.4	68.2	103.2	11.4	21.8	43.3	29.0	38.4	62.4
Actuated g/C Ratio	0.11	0.40	1.00	0.14	0.43	0.64	0.07	0.14	0.27	0.18	0.24	0.39
v/c Ratio	0.76	0.79	0.04	0.61	0.58	0.75	0.63	0.73	0.71	0.96	0.40	0.50
Control Delay	81.7	46.1	0.1	83.4	23.9	13.4	92.9	75.3	36.4	92.0	52.6	39.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	46.1	0.1	83.4	23.9	16.1	92.9	75.3	36.4	92.0	52.6	39.7
LOS	F	D	A	F	C	B	F	E	D	F	D	D
Approach Delay		50.1			28.5			58.7			68.4	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	158	524	0	169	175	148	80	186	217	321	153	243
Queue Length 95th (ft)	205	641	0	m196	242	m915	136	231	311	#442	198	313
Internal Link Dist (ft)		486			620			582			501	
Turn Bay Length (ft)	375		245	250			95		235	300		
Base Capacity (vph)	462	2025	1482	491	2757	986	173	911	533	616	1160	643
Starvation Cap Reductn	0	0	0	0	0	148	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.79	0.04	0.61	0.58	0.88	0.45	0.38	0.71	0.96	0.28	0.48

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96

Intersection Signal Delay: 45.9
 Intersection Capacity Utilization 99.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	915	267	177	1139	105	257	186	160	127	176	67
Future Volume (vph)	82	915	267	177	1139	105	257	186	160	127	176	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			0.98	1.00	1.00				0.98		1.00	
Frt			0.850		0.987				0.850		0.973	
Flt Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1787	5085	1583	1770	5055	0	3502	1881	1599	0	3413	0
Flt Permitted	0.151			0.205			0.950				0.983	
Satd. Flow (perm)	284	5085	1556	382	5055	0	3502	1881	1569	0	3408	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			281		11				90			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	7		3	3		7			4	4		
Confl. Bikes (#/hr)						2			1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	2%	2%	1%	1%	0%	1%	1%	2%	1%	0%
Adj. Flow (vph)	86	963	281	186	1199	111	271	196	168	134	185	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	963	281	186	1310	0	271	196	168	0	390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	30	6	20	30	6		40	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	80.5	71.3	71.3	92.8	77.9		23.3	23.3	39.2		25.6	
Actuated g/C Ratio	0.50	0.45	0.45	0.58	0.49		0.15	0.15	0.24		0.16	
v/c Ratio	0.38	0.43	0.33	0.52	0.53		0.53	0.72	0.37		0.72	
Control Delay	22.5	33.1	4.7	22.8	30.8		66.4	79.3	21.1		71.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	22.5	33.1	4.7	22.8	30.8		66.4	79.3	21.1		71.2	
LOS	C	C	A	C	C		E	E	C		E	
Approach Delay		26.4			29.8			58.4			71.2	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	38	250	0	88	336		137	199	62		206	
Queue Length 95th (ft)	79	353	67	159	470		176	275	115		257	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	348	2288	854	396	2467		853	458	494		545	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.25	0.42	0.33	0.47	0.53		0.32	0.43	0.34		0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 13 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72

Intersection Signal Delay: 37.5





Intersection LOS: D

Intersection Capacity Utilization 74.8%

ICU Level of Service D

Analysis Period (min) 15













Splits and Phases: 28: Merchants Concourse/Ellison Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	63 s	26 s	45 s
 Ø5	 Ø6 (R)		
26 s	63 s		

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

FB B Saturday Midday-Holiday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	816	192	527	952	68	165	389	737	106	480	292
Future Volume (vph)	151	816	192	527	952	68	165	389	737	106	480	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	0.99	0.99			0.98
Frt		0.971			0.990			0.927	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	4922	0	3433	3538	0	1752	3091	1427	1805	3539	1568
Flt Permitted	0.950			0.950			0.267			0.125		
Satd. Flow (perm)	1787	4922	0	3426	3538	0	490	3091	1408	238	3539	1530
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					5			164	111			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)	1		4	4		1	10					10
Confl. Bikes (#/hr)						1			2			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	2%	2%	2%	1%	0%	3%	3%	3%	0%	2%	3%
Adj. Flow (vph)	157	850	200	549	992	71	172	405	768	110	500	304
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	157	1050	0	549	1063	0	172	789	384	110	500	304
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												









Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		3			0						0	
Act Effct Green (s)	16.6	46.6		24.8	54.8		46.7	34.0	58.7	42.6	31.9	48.5
Actuated g/C Ratio	0.12	0.33		0.18	0.39		0.33	0.24	0.42	0.30	0.23	0.35
v/c Ratio	0.74	0.64		0.91	0.77		0.62	0.90	0.58	0.58	0.62	0.57
Control Delay	79.7	42.6		75.7	43.0		40.9	54.7	22.3	41.7	51.7	36.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.7	42.6		75.7	43.0		40.9	54.7	22.3	41.7	51.7	36.0
LOS	E	D		E	D		D	D	C	D	D	D
Approach Delay		47.4			54.1			43.7			45.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	140	309		252	451		107	308	180	66	215	206
Queue Length 95th (ft)	210	362		#377	#650		160	#401	298	106	268	261
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	293	1638		606	1387		293	924	658	234	910	606
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.64		0.91	0.77		0.59	0.85	0.58	0.47	0.55	0.50

































Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91

Intersection Signal Delay: 48.2
 Intersection Capacity Utilization 88.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
29 s	49 s	20 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
29 s	49 s	20 s	42 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 	 	 		 	 		 	 	 
Traffic Volume (vph)	394	261	125	13	239	212	122	622	44	240	619	357
Future Volume (vph)	394	261	125	13	239	212	122	622	44	240	619	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor			0.98	0.99	0.99			1.00		1.00		
Frt			0.850		0.929			0.990			0.986	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3610	1568	1805	3310	0	1736	3410	0	1745	3313	1393
Flt Permitted	0.950			0.950			0.221			0.160		
Satd. Flow (perm)	3400	3610	1538	1796	3310	0	404	3410	0	293	3313	1393
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			134									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)			4	4					7	7		
Confl. Bikes (#/hr)						18						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	3%	0%	0%	0%	4%	5%	0%	0%	3%	2%
Adj. Flow (vph)	424	281	134	14	257	228	131	669	47	258	666	384
Shared Lane Traffic (%)												18%
Lane Group Flow (vph)	424	281	134	14	485	0	131	716	0	258	735	315
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						1			0	
Act Effct Green (s)	19.9	43.1	54.0	5.6	22.0		41.3	30.4		50.0	35.0	61.0
Actuated g/C Ratio	0.18	0.39	0.49	0.05	0.20		0.38	0.28		0.46	0.32	0.56
v/c Ratio	0.69	0.20	0.16	0.15	0.73		0.48	0.76		0.79	0.69	0.41
Control Delay	49.6	24.1	3.2	60.5	49.2		25.1	42.8		40.9	38.1	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	49.6	24.1	3.2	60.5	49.2		25.1	42.8		40.9	38.1	16.6
LOS	D	C	A	E	D		C	D		D	D	B
Approach Delay		33.7			49.5			40.0			33.5	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	144	62	0	10	169		51	242		110	245	130
Queue Length 95th (ft)	232	122	32	35	263		108	361		#297	389	249
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	830	1483	901	356	1088		360	1281		338	1249	864
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.51	0.19	0.15	0.04	0.45		0.36	0.56		0.76	0.59	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 109.4
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79

Intersection Signal Delay: 37.4
 Intersection Capacity Utilization 76.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 30: Merrick Ave & Stewart Ave/Park Blvd

 Ø1	 Ø2	 Ø3	 Ø4
20 s	46 s	26 s	41 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	46 s	31 s	41 s

Lanes, Volumes, Timings
 31: Endo Blvd/Mercents Concourse & Stewart Ave

FB B Saturday Midday-Holiday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	321	590	31	15	379	172	49	95	56	468	90	596
Future Volume (vph)	321	590	31	15	379	172	49	95	56	468	90	596
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor							1.00		0.99	1.00	1.00	0.99
Frt		0.993			0.953				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.965	
Satd. Flow (prot)	1770	6310	0	1805	4796	0	1805	1863	1615	1643	3309	2814
Flt Permitted	0.320			0.366			0.950			0.950	0.965	
Satd. Flow (perm)	596	6310	0	695	4796	0	1804	1863	1591	1639	3304	2777
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			80				70			655
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	3%	0%	0%	4%	1%	0%	2%	0%	0%	3%	1%
Adj. Flow (vph)	353	648	34	16	416	189	54	104	62	514	99	655
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	353	682	0	16	605	0	54	104	62	257	356	655
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			1		0	0		0	0	
Act Effct Green (s)	79.5	70.4		55.3	50.2		14.1	14.1	19.3	28.4	28.4	51.7
Actuated g/C Ratio	0.57	0.50		0.40	0.36		0.10	0.10	0.14	0.20	0.20	0.37
v/c Ratio	0.66	0.21		0.05	0.34		0.30	0.56	0.22	0.77	0.53	0.45
Control Delay	25.6	21.5		19.9	31.1		61.3	70.6	6.4	67.6	51.8	2.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	21.5		19.9	31.1		61.3	70.6	6.4	67.6	51.8	2.5
LOS	C	C		B	C		E	E	A	E	D	A
Approach Delay		22.9			30.8			50.2			29.6	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	168	100		6	132		46	92	0	245	160	0
Queue Length 95th (ft)	294	149		21	185		88	149	19	330	197	35
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	536	3176		481	1770		386	399	421	374	754	1450
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.21		0.03	0.34		0.14	0.26	0.15	0.69	0.47	0.45

Intersection Summary







Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 29.0

Intersection LOS: C

Intersection Capacity Utilization 86.0%
 Analysis Period (min) 15

ICU Level of Service E

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave

 Ø1	 Ø2 (R)	 Ø3	 Ø4
24 s	44 s	36 s	36 s
 Ø5	 Ø6 (R)		
24 s	44 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	132	640	153	213	769	127	2	236	387	194	4	136
Future Volume (vph)	132	640	153	213	769	127	2	236	387	194	4	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00					0.98		1.00
Frt		0.971			0.979					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1787	4974	0	3335	5010	0	0	1787	3610	2760	0	1788
Flt Permitted	0.950			0.950				0.395				0.434
Satd. Flow (perm)	1784	4974	0	3331	5010	0	0	743	3610	2717	0	815
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		39			22					200		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	3		1	1		3				3		3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	5%	1%	2%	0%	1%	0%	3%	0%	1%
Adj. Flow (vph)	136	660	158	220	793	131	2	243	399	200	4	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	818	0	220	924	0	0	245	399	200	0	144
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Perm	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6			3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		8	3	8	1	7	7
Switch Phase												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	240	92
Future Volume (vph)	240	92
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1583
Flt Permitted		
Satd. Flow (perm)	3505	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		95
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	3%	2%
Adj. Flow (vph)	247	95
Shared Lane Traffic (%)		
Lane Group Flow (vph)	247	95
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5
Switch Phase		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

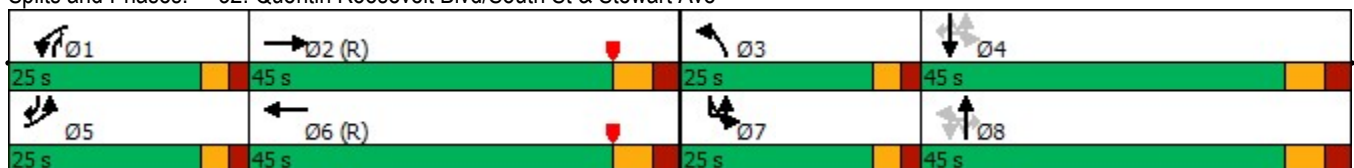
FB B Saturday Midday-Holiday peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	32.0		5.0	32.0		12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		19.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		45.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		32.1%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		38.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0		7.0			
Flash Dont Walk (s)							30.0		30.0			
Pedestrian Calls (#/hr)							0		0			
Act Effct Green (s)	15.9	64.7		14.5	63.3			43.1	22.9	39.4		33.1
Actuated g/C Ratio	0.11	0.46		0.10	0.45			0.31	0.16	0.28		0.24
v/c Ratio	0.67	0.35		0.64	0.41			0.66	0.68	0.22		0.50
Control Delay	75.2	24.8		68.5	27.4			46.2	60.9	4.4		41.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	75.2	24.8		68.5	27.4			46.2	60.9	4.4		41.2
LOS	E	C		E	C			D	E	A		D
Approach Delay		32.0			35.3				43.2			
Approach LOS		C			D				D			
Queue Length 50th (ft)	121	164		101	200			177	181	0		98
Queue Length 95th (ft)	186	234		141	284			237	232	28		142
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	259	2319		476	2278			383	979	1013		367
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.53	0.35		0.46	0.41			0.64	0.41	0.20		0.39

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 37.7
 Intersection Capacity Utilization 77.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D



















Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave



	↓	↙
Lane Group	SBT	SBR
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	17.2	40.1
Actuated g/C Ratio	0.12	0.29
v/c Ratio	0.57	0.18
Control Delay	62.7	6.3
Queue Delay	0.0	0.0
Total Delay	62.7	6.3
LOS	E	A
Approach Delay	45.3	
Approach LOS	D	
Queue Length 50th (ft)	114	0
Queue Length 95th (ft)	149	37
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	951	568
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.26	0.17
Intersection Summary		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB B Saturday Midday-Holiday peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1119	17	355	950	73	15	405	457	87	384	148
Future Volume (vph)	187	1119	17	355	950	73	15	405	457	87	384	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.998			0.989			0.922			0.964	
Flt Protected	0.950			0.950				0.999			0.993	
Satd. Flow (prot)	1805	5177	0	3433	3555	0	0	3217	0	0	3327	0
Flt Permitted	0.950			0.950				0.929			0.553	
Satd. Flow (perm)	1805	5177	0	3433	3555	0	0	2992	0	0	1853	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	0%	6%	0%	5%	2%	1%	6%	0%
Adj. Flow (vph)	193	1154	18	366	979	75	15	418	471	90	396	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	1172	0	366	1054	0	0	904	0	0	639	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	19.6	48.7		19.4	51.6			46.1			46.1	
Actuated g/C Ratio	0.14	0.34		0.14	0.36			0.32			0.32	
v/c Ratio	0.78	0.66		0.78	0.82			0.93			1.06	
Control Delay	80.7	42.1		71.8	47.6			63.4			100.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	80.7	42.1		71.8	47.6			63.4			100.5	
LOS	F	D		E	D			E			F	
Approach Delay		47.5			53.8			63.4			100.5	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	175	339		173	473			435			~351	
Queue Length 95th (ft)	#269	400		229	566			#584			#486	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	279	1821		531	1325			970			601	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.69	0.64		0.69	0.80			0.93			1.06	

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 142.2
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 60.7
 Intersection Capacity Utilization 115.5%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: E
 ICU Level of Service H

Lane Group Ø3

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 1.0

Minimum Split (s) 33.0

Total Split (s) 30.0

Total Split (%) 17%

Maximum Green (s) 25.0

Yellow Time (s) 3.0

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag Lead

Lead-Lag Optimize? Yes

Vehicle Extension (s) 1.0

Recall Mode None

Walk Time (s) 10.0

Flash Dont Walk (s) 18.0

Pedestrian Calls (#/hr) 0

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

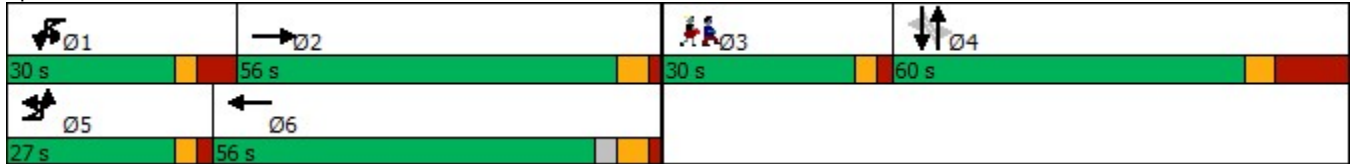
Storage Cap Reductn


















Reduced v/c Ratio








Intersection Summary

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

Splits and Phases: 33: Clinton Rd & Stewart Ave



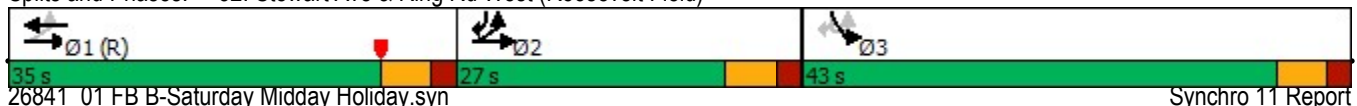
							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		  	  			 	
Traffic Volume (vph)	500	1179	802	163	3	88	537
Future Volume (vph)	500	1179	802	163	3	88	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Frt			0.975			0.888	0.850
Flt Protected	0.950					0.987	
Satd. Flow (prot)	1668	4793	4793	0	0	3092	1407
Flt Permitted	0.220					0.987	
Satd. Flow (perm)	386	4793	4793	0	0	3092	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			41			277	18
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	2%	2%	0%	1%	1%
Adj. Flow (vph)	515	1215	827	168	3	91	554
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	515	1215	995	0	0	371	277
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2
Permitted Phases	12				3		3
Detector Phase	2	12	1		3	3	2

							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	75.9	81.9	45.4			11.1	47.6
Actuated g/C Ratio	0.72	0.78	0.43			0.11	0.45
v/c Ratio	0.79	0.32	0.48			0.65	0.43
Control Delay	32.0	3.8	21.0			17.8	21.1
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	32.0	3.8	21.0			17.8	21.1
LOS	C	A	C			B	C
Approach Delay		12.2	21.0			19.2	
Approach LOS		B	C			B	
Queue Length 50th (ft)	174	66	160			30	127
Queue Length 95th (ft)	#397	102	195			74	209
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	651	3739	2094			1268	647
Starvation Cap Reductn	0	0	0			0	0
Spillback Cap Reductn	0	0	0			0	0
Storage Cap Reductn	0	0	0			0	0
Reduced v/c Ratio	0.79	0.32	0.48			0.29	0.43

Intersection Summary






















Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 16.1
 Intersection Capacity Utilization 70.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 52: Stewart Ave & Ring Rd West (Roosevelt Field)















Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

FB B Saturday Midday-Holiday peak hour
05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	36	1827	619	13	444	2036	102	449	52	702	203
Future Volume (vph)	3	36	1827	619	13	444	2036	102	449	52	702	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00		0.98		1.00	1.00			0.98	0.98	0.99
Frt				0.850			0.993			0.886	0.850	
Flt Protected		0.950				0.950			0.950	0.994		0.950
Satd. Flow (prot)	0	1685	4916	1636	0	3385	6208	0	3113	1412	1534	1754
Flt Permitted		0.950				0.950			0.950	0.994		0.950
Satd. Flow (perm)	0	1685	4916	1604	0	3383	6208	0	3113	1412	1507	1745
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				184			6			101	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		1		7		7		1			9	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	1%	0%	2%	0%	0%	1%
Adj. Flow (vph)	3	38	1903	645	14	463	2121	106	468	54	731	211
Shared Lane Traffic (%)									10%		44%	34%
Lane Group Flow (vph)	0	41	1903	645	0	477	2227	0	421	423	409	139
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (vph)	68	68
Future Volume (vph)	68	68
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.975	
Satd. Flow (prot)	1676	1615
Flt Permitted	0.975	
Satd. Flow (perm)	1672	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	71	71
Shared Lane Traffic (%)		
Lane Group Flow (vph)	143	71
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0			6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	2			3		2	2		
Act Effct Green (s)		9.4	50.1	96.3		23.9	64.6		46.3	46.3	76.2	15.7
Actuated g/C Ratio		0.06	0.31	0.60		0.15	0.40		0.29	0.29	0.48	0.10
v/c Ratio		0.42	1.24	0.62		0.94	0.89		0.47	0.88	0.55	0.81
Control Delay		96.5	148.4	5.9		94.7	49.6		48.9	61.6	28.1	102.1
Queue Delay		0.0	0.0	0.0		0.0	0.2		0.0	0.0	0.0	0.0
Total Delay		96.5	148.4	5.9		94.7	49.8		48.9	61.6	28.1	102.1
LOS		F	F	A		F	D		D	E	C	F
Approach Delay			112.1				57.8			46.4		
Approach LOS			F				E			D		
Queue Length 50th (ft)		44	~911	103		258	624		200	394	268	152
Queue Length 95th (ft)		m56	m#975	m216		#366	700		259	#629	383	#274
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	1538	1048		507	2510		899	479	749	175
Starvation Cap Reductn		0	0	11		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	30		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.16	1.24	0.62		0.94	0.90		0.47	0.88	0.55	0.79

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.24

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	15.7	25.1
Actuated g/C Ratio	0.10	0.16
v/c Ratio	0.87	0.28
Control Delay	112.8	32.7
Queue Delay	0.0	0.0
Total Delay	112.8	32.7
LOS	F	C
Approach Delay	92.5	
Approach LOS	F	
Queue Length 50th (ft)	157	36
Queue Length 95th (ft)	#292	62
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	167	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.86	0.18







Intersection Summary















Intersection Signal Delay: 77.9
 Intersection Capacity Utilization 106.6%
 Analysis Period (min) 15







Intersection LOS: E
 ICU Level of Service G

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

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd

 Ø1 30 s	 Ø2 (R) 56 s	 Ø4 22 s	 Ø8 52 s
 Ø5 30 s	 Ø6 (R) 56 s		

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	300	335	240	1020	922	260
Future Volume (vph)	300	335	240	1020	922	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.967	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1615	1752	3471	3384	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1615	367	3471	3384	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		7			46	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)		2	2			4
Confl. Bikes (#/hr)		4				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	3%	4%	3%	2%
Adj. Flow (vph)	313	349	250	1063	960	271
Shared Lane Traffic (%)						
Lane Group Flow (vph)	313	349	250	1063	1231	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	1					
Act Effct Green (s)	15.0	33.3	36.5	38.5	20.1	
Actuated g/C Ratio	0.23	0.51	0.56	0.59	0.31	
v/c Ratio	0.41	0.42	0.49	0.52	1.15	
Control Delay	22.9	11.4	11.8	9.9	102.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.9	11.4	11.8	9.9	102.8	
LOS	C	B	B	A	F	
Approach Delay	16.8			10.3	102.8	
Approach LOS	B			B	F	
Queue Length 50th (ft)	55	79	39	118	~314	
Queue Length 95th (ft)	87	132	109	213	#501	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1287	829	527	2006	1071	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.24	0.42	0.47	0.53	1.15	















Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 65.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 47.2
 Intersection Capacity Utilization 69.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service C

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	19	28	22	1309	1177	36
Future Volume (vph)	19	28	22	1309	1177	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor	1.00	0.99	1.00		1.00	
Frt		0.850			0.996	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1703	1615	1805	5036	3485	0
Flt Permitted	0.950		0.159			
Satd. Flow (perm)	1701	1595	302	5036	3485	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		29			4	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)	1		3			3
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	0%	0%	3%	3%	6%
Adj. Flow (vph)	20	29	23	1378	1239	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	29	23	1378	1277	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	

Lane Group	 EBL	 EBR	 NBL	 NBT	 SBT	 SBR
Permitted Phases		3	1 2			
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	1	1				
Act Effct Green (s)	10.1	10.1	36.2	46.3	25.2	
Actuated g/C Ratio	0.18	0.18	0.64	0.82	0.45	
v/c Ratio	0.07	0.09	0.05	0.33	0.82	
Control Delay	18.3	8.0	8.3	5.2	27.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.3	8.0	8.3	5.2	27.2	
LOS	B	A	A	A	C	
Approach Delay	12.2			5.3	27.2	
Approach LOS	B			A	C	
Queue Length 50th (ft)	6	0	1	0	122	
Queue Length 95th (ft)	19	16	17	201	#616	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	835	796	625	4155	1562	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.04	0.04	0.33	0.82	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 56.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 15.7
 Intersection Capacity Utilization 48.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 56: Merrick Ave & Privado Rd





N-4 2030 Build with Mitigation

N-4.1 Weekday AM peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	25	2	1533	332	446	2092	166	311	8	131	47	53
Future Volume (vph)	25	2	1533	332	446	2092	166	311	8	131	47	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	12	13	13	12	12	10	10
Storage Length (ft)		275		225	500		275	475		0	250	
Storage Lanes		2		1	2		1	1		1	1	
Taper Length (ft)		75			195			80			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00
Ped Bike Factor		1.00		0.99	1.00		0.99					
Frt				0.850			0.850		0.867	0.850		0.995
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3385	4988	1503	3224	5036	1652	3382	1498	1461	3268	1731
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3384	4988	1485	3223	5036	1631	3382	1498	1461	3268	1731
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				225			225					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			308
Travel Time (s)			5.6			9.0			11.0			7.0
Confl. Peds. (#/hr)		4		2	2		4					
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	11%	5%	3%	1%	7%	0%	5%	0%	2%
Adj. Flow (vph)	29	2	1783	386	519	2433	193	362	9	152	55	62
Shared Lane Traffic (%)										47%		
Lane Group Flow (vph)	0	31	1783	386	519	2433	193	362	80	81	55	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			36			36			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			50			16			56			30
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.00	0.96	0.96	1.00	1.00	1.09	1.09
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2	1	2	2	1	2	2	2	2	2
Detector Template	Left			Right			Right					
Leading Detector (ft)	20	50	156	6	50	156	6	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	6	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150		30	150		30	30	30	30	30
Detector 2 Size(ft)		20	6		20	6		20	20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.86
Heavy Vehicles (%)	0%
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	Free	Split	NA	pt+ov	Split	NA
Protected Phases	5	5	2		1	6		3	3	3 1	4	4
Permitted Phases				Free			Free					
Detector Phase	5	5	2		1	6		3	3	3 1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	17.0		15.0	15.0		15.0	15.0
Total Split (s)	12.0	12.0	45.0		49.0	82.0		35.0	35.0		31.0	31.0
Total Split (%)	7.5%	7.5%	28.1%		30.6%	51.3%		21.9%	21.9%		19.4%	19.4%
Maximum Green (s)	6.0	6.0	38.0		43.0	75.0		27.0	27.0		23.0	23.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
Walk Time (s)			7.0			7.0					7.0	7.0
Flash Dont Walk (s)			30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)			0			0					1	1
Act Effct Green (s)		5.8	65.7	160.0	30.3	92.5	160.0	22.2	22.2	58.5	12.8	12.8
Actuated g/C Ratio		0.04	0.41	1.00	0.19	0.58	1.00	0.14	0.14	0.37	0.08	0.08
v/c Ratio		0.25	0.87	0.26	0.85	0.84	0.12	0.77	0.39	0.15	0.21	0.46
Control Delay		51.5	23.8	0.3	76.0	32.5	0.2	77.9	67.4	32.7	68.5	79.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		51.5	23.8	0.3	76.0	32.5	0.2	77.9	67.4	32.7	68.5	79.4
LOS		D	C	A	E	C	A	E	E	C	E	E
Approach Delay			20.1			37.7			69.3			74.4
Approach LOS			C			D			E			E
Queue Length 50th (ft)		15	293	0	273	749	0	191	81	60	28	66
Queue Length 95th (ft)		m23	#888	0	307	#986	0	229	131	87	46	105
Internal Link Dist (ft)			333			577			566			228
Turn Bay Length (ft)		275		225	500		275	475			250	
Base Capacity (vph)		126	2048	1485	866	2909	1631	570	252	631	469	248
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.25	0.87	0.26	0.60	0.84	0.12	0.64	0.32	0.13	0.12	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

05/28/2024

Intersection Signal Delay: 34.7

Intersection LOS: C

Intersection Capacity Utilization 77.6%

ICU Level of Service D

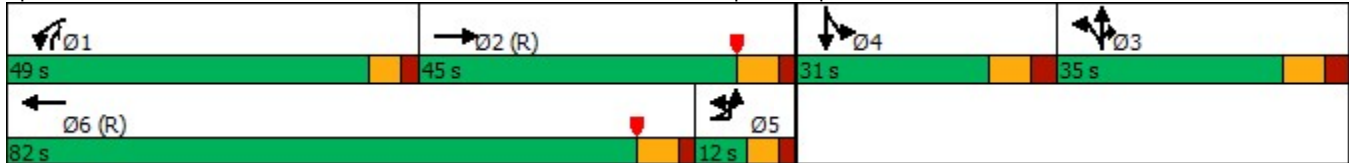
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













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









Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke



Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

FB B MIT Weekday AM Peak
 05/28/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	4	1813	40	7	59	2363	73	71	
Future Volume (vph)	4	1813	40	7	59	2363	73	71	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			1.00		1.00		
Frt		0.997					0.933		
Flt Protected					0.950		0.975		
Satd. Flow (prot)	0	4925	0	0	1805	6285	1855	0	
Flt Permitted		0.919			0.950		0.975		
Satd. Flow (perm)	0	4526	0	0	1802	6285	1854	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		4					26		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			6		6		1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Heavy Vehicles (%)	0%	5%	3%	0%	0%	4%	2%	3%	
Adj. Flow (vph)	5	2060	45	8	67	2685	83	81	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	2110	0	0	75	2685	164	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		1	1	2	1		
Detector Template	Left	Thru		Left	Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø1
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		4.7	4.7	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	108.0	108.0		21.0	21.0	111.0	31.0		18.0
Total Split (%)	67.5%	67.5%		13.1%	13.1%	69.4%	19.4%		11%
Maximum Green (s)	101.0	101.0		14.3	14.3	104.0	23.3		10.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0				0.0	0.0		
Total Lost Time (s)		7.0				6.7	7.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	2		
Act Effct Green (s)		107.1			14.3	110.4	17.2		
Actuated g/C Ratio		0.67			0.09	0.69	0.11		
v/c Ratio		0.70			0.47	0.62	0.74		
Control Delay		4.2			64.1	3.4	77.0		
Queue Delay		0.0			0.0	0.3	0.0		
Total Delay		4.2			64.1	3.8	77.0		
LOS		A			E	A	E		
Approach Delay		4.2				5.4	77.0		
Approach LOS		A				A	E		
Queue Length 50th (ft)		46			83	111	143		
Queue Length 95th (ft)		16			m102	109	213		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3031			161	4337	292		
Starvation Cap Reductn		0			0	887	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.70			0.47	0.78	0.56		

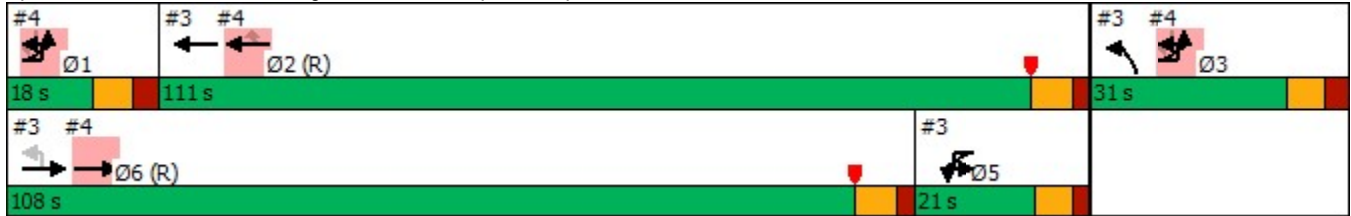
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74

Intersection Signal Delay: 7.3
 Intersection Capacity Utilization 75.5%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.













Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B MIT Weekday AM Peak
05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	7	85	1857	1847	592	0	22			
Future Volume (vph)	7	85	1857	1847	592	0	22			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	4893	4940	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3500	4893	4940	1639	0	2899			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	6%	5%	0%	0%	0%			
Adj. Flow (vph)	8	92	2018	2008	643	0	24			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	100	2018	2008	643	0	24			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B MIT Weekday AM Peak
05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	4.7
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			108.0	111.0	111.0			18.0	31.0	21.0
Total Split (%)			67.5%	69.4%	69.4%			11%	19%	13%
Maximum Green (s)			101.0	104.0	104.0			10.3	23.3	14.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lead	Lag	Lag			Lead		Lag
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				2	
Act Effct Green (s)		34.9	107.1	110.4	110.4		34.9			
Actuated g/C Ratio		0.22	0.67	0.69	0.69		0.22			
v/c Ratio		0.13	0.62	0.59	0.57		0.04			
Control Delay		63.6	4.4	1.5	2.6		47.2			
Queue Delay		0.0	0.0	0.1	0.2		0.0			
Total Delay		63.6	4.4	1.6	2.8		47.2			
LOS		E	A	A	A		D			
Approach Delay			7.2	1.9		47.2				
Approach LOS			A	A		D				
Queue Length 50th (ft)		52	90	22	19		11			
Queue Length 95th (ft)		m64	113	24	24		25			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		742	3275	3409	1131		614			
Starvation Cap Reductn		0	0	219	79		0			
Spillback Cap Reductn		0	41	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.13	0.62	0.63	0.61		0.04			

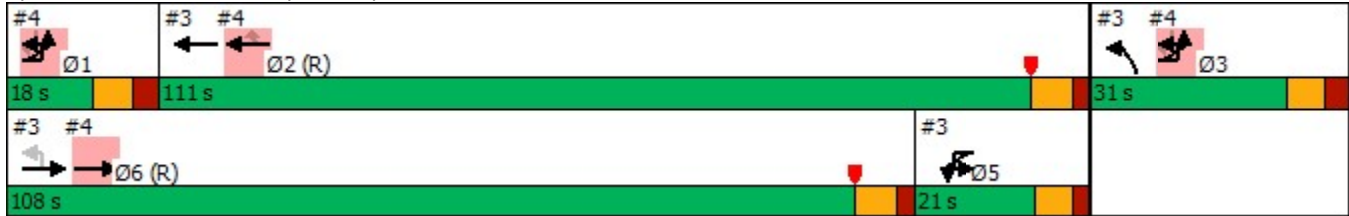
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74

Intersection Signal Delay: 4.5
 Intersection Capacity Utilization 60.0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	444	1182	53	26	201	1372	278	92	452	114	328
Future Volume (vph)	1	444	1182	53	26	201	1372	278	92	452	114	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	500
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.97
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	1.00		
Frt				0.850				0.850		0.970		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3143	4848	1322	0	3411	4893	1561	1542	3134	0	3105
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	4848	1300	0	3406	4893	1542	1533	3133	0	3105
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								232				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		1		4		4		1	7			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	7%	14%	0%	3%	6%	0%	3%	7%	7%	9%
Adj. Flow (vph)	1	463	1231	55	27	209	1429	290	96	471	119	342
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	464	1231	55	0	236	1429	290	86	600	0	342
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	234	140
Future Volume (vph)	234	140
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		500
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.985	0.850
Flt Protected		
Satd. Flow (prot)	3003	1257
Flt Permitted		
Satd. Flow (perm)	3003	1257
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	9%	13%
Adj. Flow (vph)	244	146
Shared Lane Traffic (%)		19%
Lane Group Flow (vph)	272	118
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		4	4		3
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		4	4		3
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	44.0	44.0	12.0	12.0	44.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	48.0	48.0	37.0	37.0	53.0		41.0	41.0		34.0
Total Split (%)	20.0%	20.0%	30.0%	30.0%	23.1%	23.1%	33.1%		25.6%	25.6%		21.3%
Maximum Green (s)	25.0	25.0	41.0	41.0	30.0	30.0	46.0		33.0	33.0		26.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			2	2			0					0
Act Effct Green (s)		25.4	43.8	43.8		30.0	48.4	160.0	32.6	32.6		23.6
Actuated g/C Ratio		0.16	0.27	0.27		0.19	0.30	1.00	0.20	0.20		0.15
v/c Ratio		0.93	0.93	0.15		0.37	0.97	0.19	0.27	0.94		0.75
Control Delay		68.2	45.9	21.6		36.8	49.4	0.2	56.3	85.8		75.9
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		68.2	45.9	21.6		36.8	49.4	0.2	56.3	85.8		75.9
LOS		E	D	C		D	D	A	E	F		E
Approach Delay			51.0				40.6			82.1		
Approach LOS			D				D			F		
Queue Length 50th (ft)		253	478	42		108	~579	0	84	342		176
Queue Length 95th (ft)		#352	#578	m37		132	#664	0	143	#463		232
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			500
Base Capacity (vph)		504	1328	356		639	1480	1542	318	646		504
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.92	0.93	0.15		0.37	0.97	0.19	0.27	0.93		0.68

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 139 (87%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

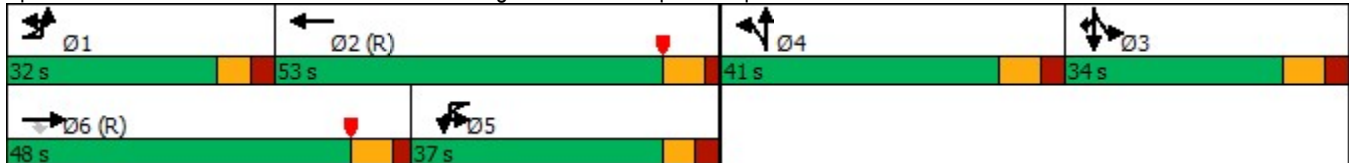
Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	3	3
Permitted Phases		
Detector Phase	3	3
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	34.0	34.0
Total Split (%)	21.3%	21.3%
Maximum Green (s)	26.0	26.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	23.6	23.6
Actuated g/C Ratio	0.15	0.15
v/c Ratio	0.62	0.64
Control Delay	70.0	79.9
Queue Delay	0.0	0.0
Total Delay	70.0	79.9
LOS	E	E
Approach Delay	74.4	
Approach LOS	E	
Queue Length 50th (ft)	146	127
Queue Length 95th (ft)	200	208
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		500
Base Capacity (vph)	487	204
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.56	0.58
Intersection Summary		






















Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 54.5
 Intersection Capacity Utilization 96.3%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F













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

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	419	6	314	18	0	128	0	1180	4	46	21	406
Future Volume (vph)	419	6	314	18	0	128	0	1180	4	46	21	406
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	3		1	1		1	0		0		2	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.94	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	1.00	1.00	0.95
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850						
Flt Protected	0.950			0.950						0.950	0.950	
Satd. Flow (prot)	4802	1900	1524	1805	0	2707	0	6285	0	1805	1805	3343
Flt Permitted	0.950			0.950						0.152	0.152	
Satd. Flow (perm)	4802	1900	1505	1800	0	2707	0	6285	0	289	289	3343
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			341			205		1				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			459			581				1039
Travel Time (s)		15.0			10.4			11.3				20.2
Confl. Peds. (#/hr)			1	1			9					
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	6%	0%	0%	5%	0%	4%	0%	0%	0%	8%
Adj. Flow (vph)	455	7	341	20	0	139	0	1283	4	50	23	441
Shared Lane Traffic (%)												
Lane Group Flow (vph)	455	7	341	20	0	139	0	1287	0	50	23	441
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		36			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	9
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	Split	NA	Free	Prot		Prot		NA		pm+pt	pm+pt	NA
Protected Phases	4	4		3		3		2		1	1	6
Permitted Phases			Free							6	6	
Detector Phase	4	4		3		3		2		1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	14.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	30.0	30.0		14.0		14.0		28.0		8.0	8.0	36.0
Total Split (%)	37.5%	37.5%		17.5%		17.5%		35.0%		10.0%	10.0%	45.0%
Maximum Green (s)	24.0	24.0		8.0		8.0		22.0		2.0	2.0	30.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead		Lead		Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)								6.0				6.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								0				0
Act Effct Green (s)	12.8	12.8	62.8	8.3		8.3		22.8		28.1	28.1	27.1
Actuated g/C Ratio	0.20	0.20	1.00	0.13		0.13		0.36		0.45	0.45	0.43
v/c Ratio	0.46	0.02	0.23	0.08		0.26		0.56		0.28	0.13	0.31
Control Delay	25.0	22.3	0.4	29.4		3.0		19.3		20.6	15.9	13.6
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Total Delay	25.0	22.3	0.4	29.4		3.0		19.3		20.6	15.9	13.6
LOS	C	C	A	C		A		B		C	B	B
Approach Delay		14.5			6.3			19.3				14.4
Approach LOS		B			A			B				B
Queue Length 50th (ft)	62	2	0	8		0		132		12	5	60
Queue Length 95th (ft)	89	12	0	27		10		181		32	19	100
Internal Link Dist (ft)		908			379			501				959
Turn Bay Length (ft)			700			200				140	140	
Base Capacity (vph)	1902	752	1505	238		535		2283		179	179	1655
Starvation Cap Reductn	0	0	0	0		0		0		0	0	0
Spillback Cap Reductn	0	0	0	0		0		0		0	0	0
Storage Cap Reductn	0	0	0	0		0		0		0	0	0
Reduced v/c Ratio	0.24	0.01	0.23	0.08		0.26		0.56		0.28	0.13	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 62.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 16.2

Intersection LOS: B

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

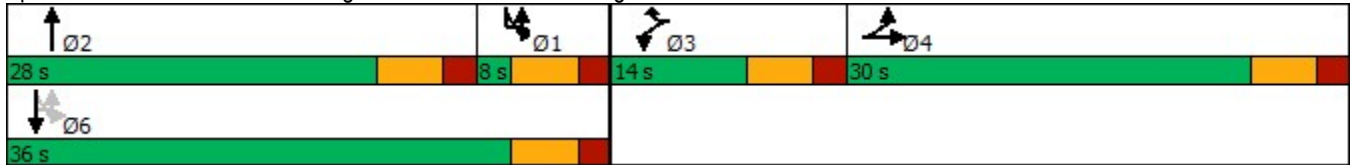
Intersection Summary





















Intersection Capacity Utilization 55.1%

ICU Level of Service B













Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	474	869	316	21	655	407	690	0	102
Future Volume (vph)	0	0	0	474	869	316	21	655	407	690	0	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		385		0		230	0	
Storage Lanes	0		0	1		1		2		1	1	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.97	1.00	0.88	1.00	0.95
Ped Bike Factor								0.99				1.00
Frt						0.850				0.850		0.989
Flt Protected				0.950	0.997			0.950				
Satd. Flow (prot)	0	0	0	1564	3375	1599	0	3340	1881	2842	1900	3469
Flt Permitted				0.950	0.997			0.950				
Satd. Flow (perm)	0	0	0	1564	3375	1599	0	3318	1881	2842	1900	3469
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						293						7
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			756				1039			371
Travel Time (s)		10.1			11.5				20.2			8.4
Confl. Peds. (#/hr)								6				
Confl. Bikes (#/hr)			4									
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	5%	2%	1%	0%	5%	1%	0%	0%	3%
Adj. Flow (vph)	0	0	0	608	1114	405	27	840	522	885	0	131
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	0	0	0	547	1175	405	0	867	522	885	0	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			24				36			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2	0	0	1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66	0	0	30
Trailing Detector (ft)				0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)				0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)				30	30	30	20	45	30	0	0	30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	8
Future Volume (vph)	8
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	
Peak Hour Factor	0.78
Heavy Vehicles (%)	0%
Adj. Flow (vph)	10
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA
Protected Phases				3	8		5	5	2			6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		6	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		10.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	17.0		17.0	17.0
Total Split (s)				39.0	39.0	39.0	34.0	34.0	56.0		22.0	22.0
Total Split (%)				41.1%	41.1%	41.1%	35.8%	35.8%	58.9%		23.2%	23.2%
Maximum Green (s)				32.0	32.0	32.0	27.0	27.0	49.0		15.0	15.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		5.0	5.0
Recall Mode				None	None	None	None	None	None		None	None
Walk Time (s)					7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)					25.0	25.0			14.0		14.0	14.0
Pedestrian Calls (#/hr)					2	2			0		0	0
Act Effct Green (s)				32.0	32.0	32.0		26.9	45.1	91.1		11.2
Actuated g/C Ratio				0.35	0.35	0.35		0.30	0.50	1.00		0.12
v/c Ratio				1.00	0.99	0.54		0.88	0.56	0.31		0.33
Control Delay				69.2	54.9	9.8		42.4	18.9	0.3		36.8
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay				69.2	54.9	9.8		42.4	18.9	0.3		36.8
LOS				E	D	A		D	B	A		D
Approach Delay					50.0				20.6			36.8
Approach LOS					D				C			D
Queue Length 50th (ft)				339	363	44		242	201	0		37
Queue Length 95th (ft)				#470	#417	83		270	238	0		56
Internal Link Dist (ft)		586			676				959			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				549	1185	751		990	1011	2842		576
Starvation Cap Reductn				0	0	0		0	0	0		0
Spillback Cap Reductn				0	0	0		0	0	0		0
Storage Cap Reductn				0	0	0		0	0	0		0
Reduced v/c Ratio				1.00	0.99	0.54		0.88	0.52	0.31		0.24

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 91.1
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 34.9

Intersection LOS: C

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 62.8%

ICU Level of Service B

Analysis Period (min) 15






















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

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd /Charles Lindbergh Blvd



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B MIT Weekday AM Peak
 05/28/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	30	1494	102	5	224	1242	132	81	54	100	22
Future Volume (vph)	2	30	1494	102	5	224	1242	132	81	54	100	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.99		0.99	0.98	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.971		0.950
Satd. Flow (prot)	0	1540	4893	1422	0	1805	4759	1492	0	1586	1478	1532
Flt Permitted		0.950				0.950				0.778		0.558
Satd. Flow (perm)	0	1538	4893	1387	0	1803	4759	1471	0	1260	1453	896
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		3		4		4		3	16		5	5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	10%	6%	6%	0%	0%	9%	1%	9%	8%	2%	10%
Adj. Flow (vph)	2	33	1660	113	6	249	1380	147	90	60	111	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	1660	113	0	255	1380	147	0	150	111	24
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	59	14
Future Volume (vph)	59	14
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.97
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1689	1396
Flt Permitted		
Satd. Flow (perm)	1689	1357
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		16
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	5%	8%
Adj. Flow (vph)	66	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	66	16
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B MIT Weekday AM Peak
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.1	2.1	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									1	1	1	1
Act Effct Green (s)		8.8	85.0	85.0		26.5	105.3	105.3		26.5	26.5	26.5
Actuated g/C Ratio		0.06	0.53	0.53		0.17	0.66	0.66		0.17	0.17	0.17
v/c Ratio		0.42	0.64	0.15		0.85	0.44	0.15		0.72	0.46	0.16
Control Delay		107.7	17.5	10.1		52.0	21.2	13.8		80.6	64.2	54.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		107.7	17.5	10.1		52.0	21.2	13.8		80.6	64.2	54.7
LOS		F	B	B		D	C	B		F	E	D
Approach Delay			18.7				25.0			73.6		
Approach LOS			B				C			E		
Queue Length 50th (ft)		39	453	33		177	482	72		153	108	22
Queue Length 95th (ft)		m61	505	m62		m310	m528	m155		205	151	46
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		240	2599	737		308	3133	968		346	399	246
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.15	0.64	0.15		0.83	0.44	0.15		0.43	0.28	0.10

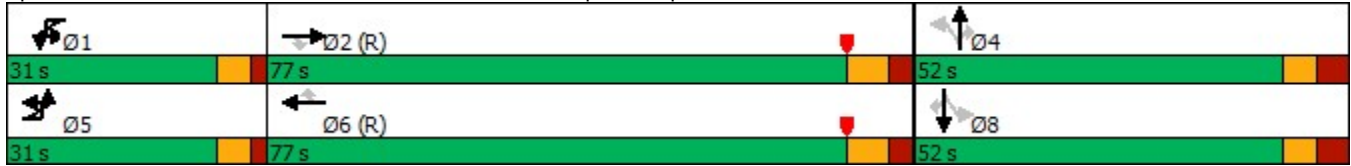
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 125 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	26.5	26.5
Actuated g/C Ratio	0.17	0.17
v/c Ratio	0.24	0.07
Control Delay	56.6	51.4
Queue Delay	0.0	0.0
Total Delay	56.6	51.4
LOS	E	D
Approach Delay	55.4	
Approach LOS	E	
Queue Length 50th (ft)	62	15
Queue Length 95th (ft)	95	33
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	464	373
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.04
Intersection Summary		

Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 26.1
 Intersection Capacity Utilization 100.7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke















Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B MIT Weekday AM Peak
05/28/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	249	1443	21	30	36	940	332	3	16	4	150	18
Future Volume (vph)	249	1443	21	30	36	940	332	3	16	4	150	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0	125	
Storage Lanes	2		1		1		1	0		0	1	
Taper Length (ft)	135				85			0			65	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95
Frt			0.850				0.850		0.977			0.887
Flt Protected	0.950				0.950				0.994		0.950	
Satd. Flow (prot)	3019	3406	1615	0	1805	3312	1524	0	1845	0	3099	1261
Flt Permitted	0.950				0.950				0.939		0.950	
Satd. Flow (perm)	3019	3406	1615	0	1805	3312	1524	0	1743	0	3099	1261
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							342					
Link Speed (mph)		40				40			30			40
Link Distance (ft)		498				580			260			400
Travel Time (s)		8.5				9.9			5.9			6.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	16%	6%	0%	0%	0%	9%	6%	0%	0%	0%	13%	6%
Adj. Flow (vph)	257	1488	22	31	37	969	342	3	16	4	155	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	1488	22	0	68	969	342	0	23	0	155	76
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		44				56			0			40
Link Offset(ft)		11				0			-5			-15
Crosswalk Width(ft)		48				30			30			30
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2
Detector Template		Thru	Right	Left		Thru	Right	Left				
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35		35	35
Detector 2 Size(ft)	20	6			20	6			20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4







Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	126	
Future Volume (vph)	126	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1145	
Flt Permitted		
Satd. Flow (perm)	1145	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	
Heavy Vehicles (%)	34%	
Adj. Flow (vph)	130	
Shared Lane Traffic (%)	44%	
Lane Group Flow (vph)	73	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	Prot	
Protected Phases	4	2

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)	21.1	103.3	103.3		11.8	94.0	116.0		6.7		15.0	15.0
Actuated g/C Ratio	0.13	0.65	0.65		0.07	0.59	0.72		0.04		0.09	0.09
v/c Ratio	0.65	0.68	0.02		0.51	0.50	0.29		0.32		0.53	0.64
Control Delay	74.0	22.3	14.4		62.7	4.6	0.6		85.0		74.8	92.6
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	74.0	22.3	14.4		62.7	4.6	0.6		85.0		74.8	92.6
LOS	E	C	B		E	A	A		F		E	F
Approach Delay		29.7				6.5			85.0			85.0
Approach LOS		C				A			F			F
Queue Length 50th (ft)	134	542	9		70	49	0		24		81	82
Queue Length 95th (ft)	182	746	25		126	70	0		56		114	138
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	398	2199	1042		146	1970	1327		152		658	267
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0	0	0		0		0	0
Reduced v/c Ratio	0.65	0.68	0.02		0.47	0.49	0.26		0.15		0.24	0.28








Intersection Summary








Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 105 (66%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 25.7
 Intersection Capacity Utilization 72.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø3	 Ø4	 Ø7
20 s	58 s	20 s	41 s	21 s
 Ø5 (R)				
78 s				

Lane Group	SBR	Ø2
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	58.0
Total Split (%)	25.6%	36%
Maximum Green (s)	34.0	51.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	15.0	
Actuated g/C Ratio	0.09	
v/c Ratio	0.68	
Control Delay	98.8	
Queue Delay	0.0	
Total Delay	98.8	
LOS	F	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	80	
Queue Length 95th (ft)	135	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	243	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.30	
Intersection Summary		

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	689	0	63	194	1658	0	72
Future Volume (vph)	689	0	63	194	1658	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		400		0	0
Storage Lanes		2		1		0	2
Taper Length (ft)				100		0	
Lane Util. Factor	0.86	1.00	0.91	0.97	0.91	1.00	0.88
Flt							0.850
Flt Protected				0.950			
Satd. Flow (prot)	6536	1900	0	3485	5085	0	2842
Flt Permitted				0.950			
Satd. Flow (perm)	6536	1900	0	3485	5085	0	2842
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)							328
Link Speed (mph)	30				50	30	
Link Distance (ft)	756				646	343	
Travel Time (s)	17.2				8.8	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	2%	0%	0%
Adj. Flow (vph)	749	0	68	211	1802	0	78
Shared Lane Traffic (%)							
Lane Group Flow (vph)	749	0	0	279	1802	0	78
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	R NA
Median Width(ft)	30				40	4	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15		15	9
Number of Detectors	2	1	1	1	2		1
Detector Template	Thru	Right	Left	Left	Thru		Right
Leading Detector (ft)	100	20	20	20	100		20
Trailing Detector (ft)	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0		0
Detector 1 Size(ft)	6	20	20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)	94				94		
Detector 2 Size(ft)	6				6		
Detector 2 Type	Cl+Ex				Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0		
Turn Type	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	6	6	5	5	2		4

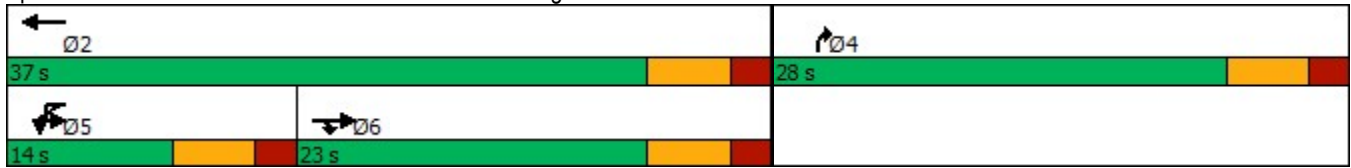
							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Permitted Phases							
Detector Phase	6	6	5	5	2		4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5	11.0	11.0	22.5		28.0
Total Split (s)	23.0	23.0	14.0	14.0	37.0		28.0
Total Split (%)	35.4%	35.4%	21.5%	21.5%	56.9%		43.1%
Maximum Green (s)	17.0	17.0	8.0	8.0	31.0		22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							15.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	13.2			8.0	31.0		5.9
Actuated g/C Ratio	0.33			0.20	0.78		0.15
v/c Ratio	0.35			0.40	0.45		0.11
Control Delay	11.1			18.3	4.0		0.3
Queue Delay	0.0			0.0	0.0		0.0
Total Delay	11.1			18.3	4.0		0.3
LOS	B			B	A		A
Approach Delay	11.1				5.9	0.3	
Approach LOS	B				A	A	
Queue Length 50th (ft)	43			34	81		0
Queue Length 95th (ft)	62			65	110		0
Internal Link Dist (ft)	676				566	263	
Turn Bay Length (ft)				400			
Base Capacity (vph)	2989			750	4021		1815
Starvation Cap Reductn	0			0	0		0
Spillback Cap Reductn	0			0	0		0
Storage Cap Reductn	0			0	0		0
Reduced v/c Ratio	0.25			0.37	0.45		0.04

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 39.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 7.1
 Intersection Capacity Utilization 37.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 360: Sands Ave & Charles Lindbergh Blvd





N-4 2030 Build with Mitigation

N-4.2 Weekday PM peak hour

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	19	10	2005	384	364	1801	254	251	7	559	182	19
Future Volume (vph)	19	10	2005	384	364	1801	254	251	7	559	182	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	12	13	13	12	12	10	10
Storage Length (ft)		275		225	500		275	475		0	250	
Storage Lanes		2		1	2		1	1		1	1	
Taper Length (ft)		75			195			80			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00
Ped Bike Factor		1.00		0.99	1.00		0.99	1.00				0.99
Fr _t				0.850			0.850		0.854	0.850		0.950
Fl _t Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3385	5085	1605	3319	5085	1669	3479	1541	1534	2918	1675
Fl _t Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3383	5085	1582	3317	5085	1647	3476	1541	1534	2918	1675
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				225			225					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			308
Travel Time (s)			5.6			9.0			11.0			7.0
Confl. Peds. (#/hr)		3		7	7		3	1				
Confl. Bikes (#/hr)							2					
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	4%	2%	2%	0%	4%	0%	0%	12%	0%
Adj. Flow (vph)	20	11	2133	409	387	1916	270	267	7	595	194	20
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	31	2133	409	387	1916	270	267	299	303	194	30
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			36			36			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			50			16			56			30
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.00	0.96	0.96	1.00	1.00	1.09	1.09
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2	1	2	2	1	2	2	2	2	2
Detector Template	Left			Right			Right					
Leading Detector (ft)	20	50	156	6	50	156	6	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	6	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150		30	150		30	30	30	30	30
Detector 2 Size(ft)		20	6		20	6		20	20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	9
Future Volume (vph)	9
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	0%
Adj. Flow (vph)	10
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	Free	Split	NA	pt+ov	Split	NA
Protected Phases	5	5	2		1	6		3	3	13	4	4
Permitted Phases				Free			Free					
Detector Phase	5	5	2		1	6		3	3	13	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	16.0	16.0	44.0		16.0	44.0		51.0	51.0		15.0	15.0
Total Split (s)	16.0	16.0	68.0		23.0	75.0		51.0	51.0		18.0	18.0
Total Split (%)	10.0%	10.0%	42.5%		14.4%	46.9%		31.9%	31.9%		11.3%	11.3%
Maximum Green (s)	10.0	10.0	61.0		17.0	68.0		43.0	43.0		10.0	10.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
Walk Time (s)			7.0			7.0		7.0	7.0			
Flash Dont Walk (s)			30.0			30.0		36.0	36.0			
Pedestrian Calls (#/hr)			0			0		1	1			
Act Effct Green (s)		10.0	62.0	160.0	22.9	78.1	160.0	36.1	36.1	67.0	10.0	10.0
Actuated g/C Ratio		0.06	0.39	1.00	0.14	0.49	1.00	0.23	0.23	0.42	0.06	0.06
v/c Ratio		0.15	1.08	0.26	0.81	0.77	0.16	0.34	0.86	0.47	1.07	0.29
Control Delay		46.7	67.6	0.2	79.7	38.3	0.2	52.1	82.3	36.5	153.1	79.1
Queue Delay		0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		46.7	75.0	0.2	79.7	38.3	0.2	52.1	82.3	36.5	153.1	79.1
LOS		D	E	A	E	D	A	D	F	D	F	E
Approach Delay			62.8			40.5			57.0			143.2
Approach LOS			E			D			E			F
Queue Length 50th (ft)		14	~909	0	205	626	0	121	316	237	~114	31
Queue Length 95th (ft)		m19	#1001	0	#346	740	0	157	425	334	#203	69
Internal Link Dist (ft)			333			577			566			228
Turn Bay Length (ft)		275		225	500		275	475			250	
Base Capacity (vph)		211	1970	1582	475	2482	1647	934	414	632	182	104
Starvation Cap Reductn		0	74	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.15	1.13	0.26	0.81	0.77	0.16	0.29	0.72	0.48	1.07	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Lane Group SBR

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 55.7

Intersection LOS: E

Intersection Capacity Utilization 91.0%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

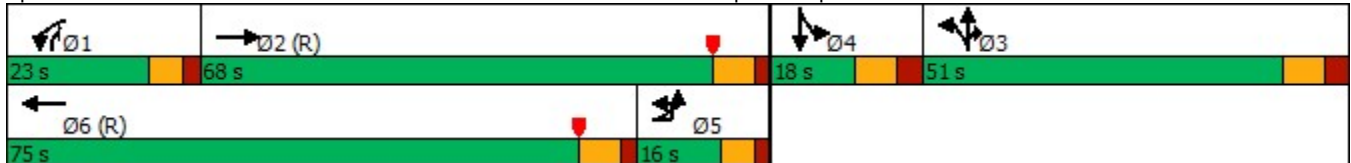
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.












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








Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke



Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

FB B MIT Weekday PM peak hour
 05/23/2024

								Ø1
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations								
Traffic Volume (vph)	4	2351	57	165	1916	60	67	
Future Volume (vph)	4	2351	57	165	1916	60	67	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	15	15	
Storage Length (ft)	0		0	150		0	0	
Storage Lanes	0		0	1		1	0	
Taper Length (ft)	0			75		0		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00		1.00		0.99		
Frt		0.996				0.929		
Flt Protected				0.950		0.977		
Satd. Flow (prot)	0	5063	0	1805	6408	1829	0	
Flt Permitted		0.934		0.950		0.977		
Satd. Flow (perm)	0	4729	0	1801	6408	1825	0	
Right Turn on Red			Yes				Yes	
Satd. Flow (RTOR)		4				28		
Link Speed (mph)		50			50	30		
Link Distance (ft)		187			289	350		
Travel Time (s)		2.6			3.9	8.0		
Confl. Peds. (#/hr)			17	17		4	2	
Confl. Bikes (#/hr)			1					
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	2%	
Adj. Flow (vph)	4	2449	59	172	1996	63	70	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	2512	0	172	1996	133	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right	
Median Width(ft)		28			24	15		
Link Offset(ft)		0			0	0		
Crosswalk Width(ft)		36			36	28		
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	15		15	9	
Number of Detectors	1	2		1	2	1		
Detector Template	Left	Thru		Left	Thru	Left		
Leading Detector (ft)	20	100		20	100	20		
Trailing Detector (ft)	0	0		0	0	0		
Detector 1 Position(ft)	0	0		0	0	0		
Detector 1 Size(ft)	20	6		20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)		94			94			
Detector 2 Size(ft)		6			6			
Detector 2 Type		Cl+Ex			Cl+Ex			

								Ø1
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0			
Turn Type	Perm	NA		Prot	NA	Prot		
Protected Phases		6		5	2	3		1
Permitted Phases	6							
Detector Phase	6	6		5	2	3		
Switch Phase								
Minimum Initial (s)	10.0	10.0		4.7	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	17.0	15.0		17.7
Total Split (s)	108.0	108.0		27.0	90.0	25.0		45.0
Total Split (%)	67.5%	67.5%		16.9%	56.3%	15.6%		28%
Maximum Green (s)	103.5	103.5		20.0	83.0	17.3		37.3
Yellow Time (s)	3.5	3.5		5.0	5.0	4.7		4.7
All-Red Time (s)	1.0	1.0		2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		
Total Lost Time (s)		4.5		7.0	7.0	7.7		
Lead/Lag	Lead	Lead		Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max	None		Min
Walk Time (s)					7.0	7.0		
Flash Dont Walk (s)					18.0	35.0		
Pedestrian Calls (#/hr)					1	6		
Act Effct Green (s)		106.9		20.0	113.7	13.9		
Actuated g/C Ratio		0.67		0.12	0.71	0.09		
v/c Ratio		0.79		0.76	0.44	0.72		
Control Delay		3.3		77.0	3.3	77.1		
Queue Delay		1.6		0.0	0.2	0.1		
Total Delay		4.9		77.0	3.5	77.2		
LOS		A		E	A	E		
Approach Delay		4.9			9.3	77.2		
Approach LOS		A			A	E		
Queue Length 50th (ft)		31		191	77	108		
Queue Length 95th (ft)		0		m#252	79	183		
Internal Link Dist (ft)		107			209	270		
Turn Bay Length (ft)				150				
Base Capacity (vph)		3160		225	4552	222		
Starvation Cap Reductn		1		0	1340	0		
Spillback Cap Reductn		441		0	0	1		
Storage Cap Reductn		0		0	0	0		
Reduced v/c Ratio		0.92		0.76	0.62	0.60		

Intersection Summary

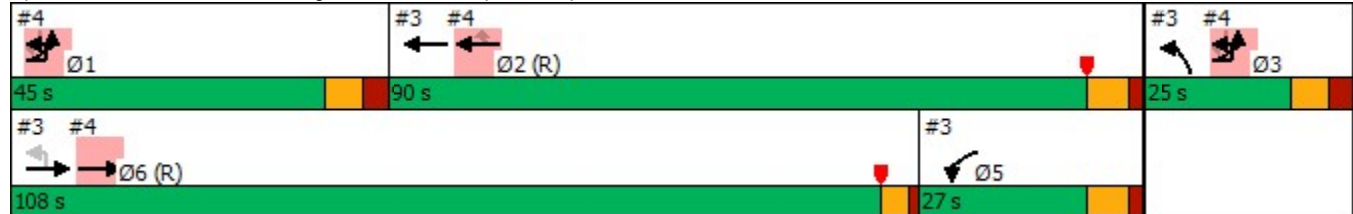
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 9 (6%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 8.9
 Intersection Capacity Utilization 99.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service F













- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B MIT Weekday PM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	20	2412	1855	125	0	55			
Future Volume (vph)	11	20	2412	1855	125	0	55			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	12	21	2539	1953	132	0	58			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	33	2539	1953	132	0	58			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B MIT Weekday PM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	4.7
Minimum Split (s)			17.0	17.0	17.0			17.7	15.0	11.7
Total Split (s)			108.0	90.0	90.0			45.0	25.0	27.0
Total Split (%)			67.5%	56.3%	56.3%			28%	16%	17%
Maximum Green (s)			103.5	83.0	83.0			37.3	17.3	20.0
Yellow Time (s)			3.5	5.0	5.0			4.7	4.7	5.0
All-Red Time (s)			1.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			4.5	7.0	7.0					
Lead/Lag			Lead	Lag	Lag			Lead		Lag
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				6	
Act Effct Green (s)		31.6	106.9	113.7	113.7		31.6			
Actuated g/C Ratio		0.20	0.67	0.71	0.71		0.20			
v/c Ratio		0.05	0.75	0.54	0.11		0.10			
Control Delay		67.1	5.2	1.5	1.1		51.8			
Queue Delay		0.0	0.3	0.0	0.8		0.0			
Total Delay		67.1	5.4	1.5	1.9		51.8			
LOS		E	A	A	A		D			
Approach Delay			6.2	1.5		51.8				
Approach LOS			A	A		D				
Queue Length 50th (ft)		17	110	23	4		28			
Queue Length 95th (ft)		m18	m150	26	7		51			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1224	3396	3612	1169		1026			
Starvation Cap Reductn		0	261	0	801		0			
Spillback Cap Reductn		0	13	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.03	0.81	0.54	0.36		0.06			

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 9 (6%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79

4: Hempstead Tpke & MSK Entrance

05/23/2024

Intersection Signal Delay: 4.7

Intersection LOS: A

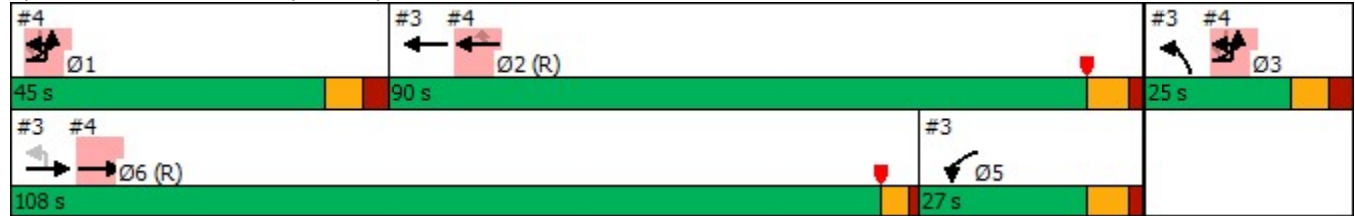
Intersection Capacity Utilization 65.1%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	219	1327	91	105	278	1373	165	115	248	138	796
Future Volume (vph)	3	219	1327	91	105	278	1373	165	115	248	138	796
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	500
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.97
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	0.99		1.00
Frt				0.850				0.850		0.948		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3144	5085	1463	0	3458	5085	1531	1527	3159	0	3351
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	5085	1435	0	3452	5085	1510	1514	3158	0	3349
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								232				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		5		5		4	14		1	1
Confl. Bikes (#/hr)				1				2			2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	2%	3%	2%	1%	2%	2%	4%	2%	5%	1%
Adj. Flow (vph)	3	231	1397	96	111	293	1445	174	121	261	145	838
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	234	1397	96	0	404	1445	174	109	418	0	838
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	348	261
Future Volume (vph)	348	261
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		500
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	0.99	
Frt	0.973	0.850
Flt Protected		
Satd. Flow (prot)	3178	1407
Flt Permitted		
Satd. Flow (perm)	3178	1407
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	366	275
Shared Lane Traffic (%)		29%
Lane Group Flow (vph)	446	195
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		4	4		3
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		4	4		3
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	20.0	20.0	50.0	50.0	28.0	28.0	58.0		31.0	31.0		51.0
Total Split (%)	12.5%	12.5%	31.3%	31.3%	17.5%	17.5%	36.3%		19.4%	19.4%		31.9%
Maximum Green (s)	13.0	13.0	43.0	43.0	21.0	21.0	51.0		23.0	23.0		43.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		7.0
Flash Dont Walk (s)			30.0	30.0			30.0		36.0	36.0		36.0
Pedestrian Calls (#/hr)			5	5			0		1	1		1
Act Effct Green (s)		13.0	43.0	43.0		21.0	51.0	160.0	22.9	22.9		43.1
Actuated g/C Ratio		0.08	0.27	0.27		0.13	0.32	1.00	0.14	0.14		0.27
v/c Ratio		0.92	1.02	0.25		0.89	0.89	0.12	0.50	0.92		0.93
Control Delay		84.8	70.6	29.7		63.8	34.4	0.1	71.9	93.9		74.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		84.8	70.6	29.7		63.8	34.4	0.1	71.9	93.9		74.0
LOS		F	E	C		E	C	A	E	F		E
Approach Delay			70.2				37.3			89.3		
Approach LOS			E				D			F		
Queue Length 50th (ft)		130	~565	86		220	470	0	117	240		444
Queue Length 95th (ft)		#209	#669	m129		#305	495	0	192	#348		#567
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			500
Base Capacity (vph)		255	1366	385		453	1620	1510	219	454		901
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.92	1.02	0.25		0.89	0.89	0.12	0.50	0.92		0.93

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 146 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	3	3
Permitted Phases		
Detector Phase	3	3
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	51.0	51.0
Total Split (%)	31.9%	31.9%
Maximum Green (s)	43.0	43.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	43.1	43.1
Actuated g/C Ratio	0.27	0.27
v/c Ratio	0.52	0.52
Control Delay	52.3	55.4
Queue Delay	0.0	0.0
Total Delay	52.3	55.4
LOS	D	E
Approach Delay	65.0	
Approach LOS	E	
Queue Length 50th (ft)	219	192
Queue Length 95th (ft)	281	287
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		500
Base Capacity (vph)	855	378
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.52	0.52
Intersection Summary		

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 59.1

Intersection LOS: E

Intersection Capacity Utilization 105.0%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

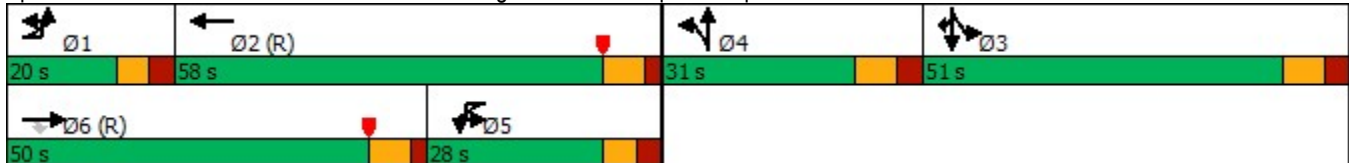
Queue shown is maximum after two cycles.






















95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













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

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	923	15	549	51	0	303	0	902	12	125	53	597
Future Volume (vph)	923	15	549	51	0	303	0	902	12	125	53	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	3		1	1		1	0		0		2	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.94	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	1.00	1.00	0.95
Ped Bike Factor								1.00			1.00	
Frt			0.850			0.850		0.998				
Flt Protected	0.950			0.950						0.950	0.950	
Satd. Flow (prot)	5090	1900	1583	1805	0	2842	0	6396	0	1805	1583	3574
Flt Permitted	0.950			0.950						0.154	0.154	
Satd. Flow (perm)	5090	1900	1583	1805	0	2842	0	6396	0	293	257	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			560			193		3				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			462			974				1039
Travel Time (s)		15.0			10.5			19.0				20.2
Confl. Peds. (#/hr)							7		1		1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	2%	2%	0%	0%	14%	1%
Adj. Flow (vph)	1154	19	686	64	0	379	0	1128	15	156	66	746
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1154	19	686	64	0	379	0	1143	0	156	66	746
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		36			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)								0.0				0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	7
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	Split	NA	Free	Prot		Prot		NA		pm+pt	pm+pt	NA
Protected Phases	4	4		3		3		2		1	1	6
Permitted Phases			Free							6	6	
Detector Phase	4	4		3		3		2		1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	24.0	24.0		14.0		14.0		26.0		9.0	9.0	30.0
Total Split (s)	32.0	32.0		14.0		14.0		26.0		13.0	13.0	39.0
Total Split (%)	37.6%	37.6%		16.5%		16.5%		30.6%		15.3%	15.3%	45.9%
Maximum Green (s)	26.0	26.0		8.0		8.0		20.0		7.0	7.0	33.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead		Lead		Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)	7.0	7.0						6.0				6.0
Flash Dont Walk (s)	11.0	11.0						18.0				18.0
Pedestrian Calls (#/hr)	0	0						0				0
Act Effct Green (s)	25.1	25.1	83.3	8.0		8.0		20.0		32.2	32.2	32.2
Actuated g/C Ratio	0.30	0.30	1.00	0.10		0.10		0.24		0.39	0.39	0.39
v/c Ratio	0.75	0.03	0.43	0.37		0.85		0.74		0.69	0.34	0.54
Control Delay	30.1	21.0	0.9	42.7		37.4		32.9		46.4	29.5	21.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Total Delay	30.1	21.0	0.9	42.7		37.4		32.9		46.4	29.5	21.7
LOS	C	C	A	D		D		C		D	C	C
Approach Delay		19.2			38.2			32.9				26.2
Approach LOS		B			D			C				C
Queue Length 50th (ft)	194	7	0	33		55		165		55	22	158
Queue Length 95th (ft)	207	20	0	63		#101		176		85	42	182
Internal Link Dist (ft)		908			382			894				959
Turn Bay Length (ft)			700			200				140	140	
Base Capacity (vph)	1589	593	1583	173		447		1539		243	213	1416
Starvation Cap Reductn	0	0	0	0		0		0		0	0	0
Spillback Cap Reductn	0	0	0	0		0		0		0	0	0
Storage Cap Reductn	0	0	0	0		0		0		0	0	0
Reduced v/c Ratio	0.73	0.03	0.43	0.37		0.85		0.74		0.64	0.31	0.53

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 83.3
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 26.2
 Intersection Capacity Utilization 71.9%
 Intersection LOS: C
 ICU Level of Service C



Lane Group SBR

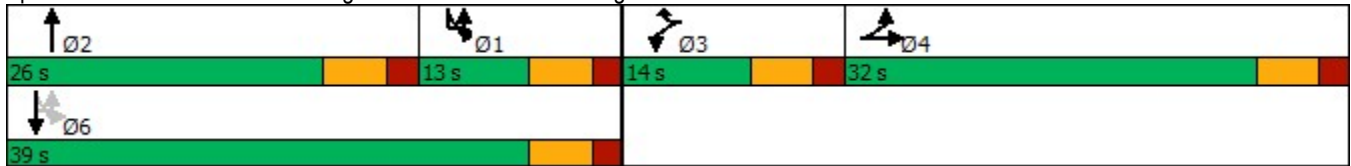
- Turn Type
- Protected Phases
- Permitted Phases
- Detector Phase
- Switch Phase
- Minimum Initial (s)
- Minimum Split (s)
- Total Split (s)
- Total Split (%)
- Maximum Green (s)
- Yellow Time (s)
- All-Red Time (s)
- Lost Time Adjust (s)
- Total Lost Time (s)
- Lead/Lag
- Lead-Lag Optimize?
- Vehicle Extension (s)
- Recall Mode
- Walk Time (s)
- Flash Dont Walk (s)
- Pedestrian Calls (#/hr)
- Act Effct Green (s)
- Actuated g/C Ratio
- v/c Ratio
- Control Delay
- Queue Delay
- Total Delay
- LOS
- Approach Delay
- Approach LOS
- Queue Length 50th (ft)
- Queue Length 95th (ft)
- Internal Link Dist (ft)
- Turn Bay Length (ft)
- Base Capacity (vph)
- Starvation Cap Reductn
- Spillback Cap Reductn
- Storage Cap Reductn
- Reduced v/c Ratio

Intersection Summary

Analysis Period (min) 15













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

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	530	473	67	10	336	124	1781	100	17
Future Volume (vph)	0	0	0	530	473	67	10	336	124	1781	100	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		385		0		230	0	
Storage Lanes	0		0	1		1		2		1	1	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.97	1.00	0.88	1.00	0.95
Ped Bike Factor						0.98		0.99			1.00	0.99
Fr t						0.850				0.850		0.921
Flt Protected				0.950	0.985			0.950			0.950	
Satd. Flow (prot)	0	0	0	1626	3349	1615	0	3468	1900	2842	1805	3291
Flt Permitted				0.950	0.985			0.950			0.668	
Satd. Flow (perm)	0	0	0	1626	3349	1577	0	3446	1900	2842	1266	3291
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						103						21
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			753				1039			371
Travel Time (s)		10.1			11.4				20.2			8.4
Confl. Peds. (#/hr)						1		4			2	
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	596	531	75	11	378	139	2001	112	19
Shared Lane Traffic (%)				38%								
Lane Group Flow (vph)	0	0	0	370	757	75	0	389	139	2001	112	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			24				36			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2	0	0	1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66	0	0	30
Trailing Detector (ft)				0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)				0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)				30	30	30	20	45	30	0	0	30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	19
Future Volume (vph)	19
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	4
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.89
Heavy Vehicles (%)	0%
Adj. Flow (vph)	21
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA
Protected Phases				3	8		5	5	2			6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		6	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		10.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	17.0		17.0	17.0
Total Split (s)				53.0	53.0	53.0	31.0	31.0	63.0		32.0	32.0
Total Split (%)				45.7%	45.7%	45.7%	26.7%	26.7%	54.3%		27.6%	27.6%
Maximum Green (s)				46.0	46.0	46.0	24.0	24.0	56.0		25.0	25.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Lead/Lag							Lag	Lag			Lead	Lead
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		5.0	5.0
Recall Mode				None	None	None	None	None	None		None	None
Walk Time (s)					7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)					25.0	25.0			14.0		14.0	14.0
Pedestrian Calls (#/hr)					1	1			0		0	0
Act Effct Green (s)				43.5	43.5	43.5		18.5	36.6	95.1	16.4	16.4
Actuated g/C Ratio				0.46	0.46	0.46		0.19	0.38	1.00	0.17	0.17
v/c Ratio				0.50	0.49	0.10		0.58	0.19	0.70	0.52	0.07
Control Delay				24.2	21.9	2.2		41.0	19.0	1.5	48.9	22.0
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay				24.2	21.9	2.2		41.0	19.0	1.5	48.9	22.0
LOS				C	C	A		D	B	A	D	C
Approach Delay					21.3				8.5			41.8
Approach LOS					C				A			D
Queue Length 50th (ft)				180	184	0		121	56	0	68	5
Queue Length 95th (ft)				332	294	16		180	94	0	129	21
Internal Link Dist (ft)		586			673				959			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				838	1623	863		933	1193	2842	355	938
Starvation Cap Reductn				0	0	0		0	0	0	0	0
Spillback Cap Reductn				0	0	0		0	0	0	0	0
Storage Cap Reductn				0	0	0		0	0	0	0	0
Reduced v/c Ratio				0.44	0.47	0.09		0.42	0.12	0.70	0.32	0.04

Intersection Summary

Area Type: Other
 Cycle Length: 116
 Actuated Cycle Length: 95.1
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 13.8

Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

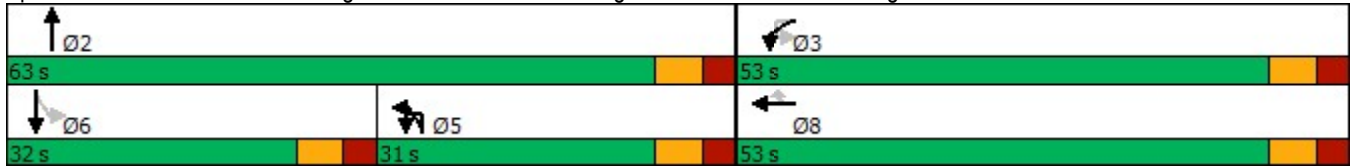
Intersection Summary

Intersection Capacity Utilization 56.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



Lanes, Volumes, Timings
 15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB B MIT Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	26	1742	191	6	101	1463	219	247	104	31	598
Future Volume (vph)	2	26	1742	191	6	101	1463	219	247	104	31	598
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor		1.00	1.00			1.00			1.00			
Fr _t			0.985					0.850		0.966		
Fl _t Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4840	0	0	1745	4916	1531	3319	1749	0	3385
Fl _t Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1745	4840	0	0	1745	4916	1531	3314	1749	0	3385
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)		1		2		2		1	2			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	2%	2%	2%	1%	3%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	2	28	1853	203	6	107	1556	233	263	111	33	636
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	2056	0	0	113	1556	233	263	144	0	636
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	316	44
Future Volume (vph)	316	44
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	1800	0
Flt Permitted		
Satd. Flow (perm)	1800	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Parking (#/hr)		
Adj. Flow (vph)	336	47
Shared Lane Traffic (%)		
Lane Group Flow (vph)	383	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	27	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	27	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0
Total Split (s)	14.0	14.0	82.0		20.0	20.0	88.0		23.0	23.0		45.0
Total Split (%)	8.2%	8.2%	48.2%		11.8%	11.8%	51.8%		13.5%	13.5%		26.5%
Maximum Green (s)	7.0	7.0	74.0		12.0	12.0	80.0		15.0	15.0		37.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0			8.0	8.0		8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			1				0					0
Act Effct Green (s)		6.4	74.0			12.0	83.0	128.0	15.0	15.0		37.0
Actuated g/C Ratio		0.04	0.44			0.07	0.49	0.75	0.09	0.09		0.22
v/c Ratio		0.46	0.98			0.92	0.65	0.20	0.90	0.94		0.86
Control Delay		104.1	70.7			137.6	34.7	7.1	108.0	131.8		77.0
Queue Delay		0.0	1.7			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		104.1	72.4			137.6	34.7	7.1	108.0	131.8		77.0
LOS		F	E			F	C	A	F	F		E
Approach Delay			72.9				37.5			116.4		
Approach LOS			E				D			F		
Queue Length 50th (ft)		30	751			128	486	75	152	163		356
Queue Length 95th (ft)		m66	#915			#259	540	107	#238	#311		#439
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		71	2106			123	2399	1152	292	154		736
Starvation Cap Reductn		0	24			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.42	0.99			0.92	0.65	0.20	0.90	0.94		0.86

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 123 (72%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 140

Lane Group	SBT	SBR
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	13.0	
Total Split (s)	45.0	
Total Split (%)	26.5%	
Maximum Green (s)	37.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	37.0	
Actuated g/C Ratio	0.22	
v/c Ratio	0.98	
Control Delay	105.4	
Queue Delay	0.0	
Total Delay	105.4	
LOS	F	
Approach Delay	87.6	
Approach LOS	F	
Queue Length 50th (ft)	429	
Queue Length 95th (ft)	#651	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	391	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.98	
Intersection Summary		

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 66.5

Intersection LOS: E

Intersection Capacity Utilization 97.9%

ICU Level of Service F

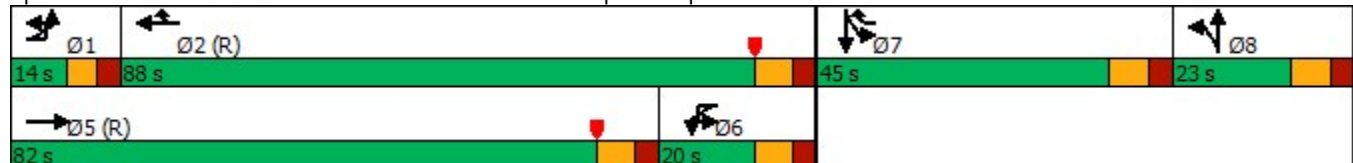
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 15: East Meadow Ave/Park Blvd & Hempstead Tpke



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B MIT Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	31	1302	112	24	141	1540	48	123	76	164	89
Future Volume (vph)	11	31	1302	112	24	141	1540	48	123	76	164	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.98		0.97	0.97	0.98
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.970		0.950
Satd. Flow (prot)	0	1649	4893	1492	0	1805	5036	1507	0	1699	1492	1685
Flt Permitted		0.950				0.950				0.763		0.486
Satd. Flow (perm)	0	1645	4893	1457	0	1803	5036	1485	0	1301	1441	849
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		3		3		5	53		25	25
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	6%	1%	0%	0%	3%	0%	2%	0%	1%	0%
Adj. Flow (vph)	13	35	1480	127	27	160	1750	55	140	86	186	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	1480	127	0	187	1750	55	0	226	186	101
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	73	38
Future Volume (vph)	73	38
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.94
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1756	1507
Flt Permitted		
Satd. Flow (perm)	1756	1417
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		53
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	83	43
Shared Lane Traffic (%)		
Lane Group Flow (vph)	83	43
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B MIT Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	16.0	16.0	67.0	67.0	32.0	32.0	83.0	83.0	61.0	61.0	61.0	61.0
Total Split (%)	10.0%	10.0%	41.9%	41.9%	20.0%	20.0%	51.9%	51.9%	38.1%	38.1%	38.1%	38.1%
Maximum Green (s)	10.0	10.0	59.0	59.0	26.0	26.0	75.0	75.0	53.0	53.0	53.0	53.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.1	2.1	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									18	18	18	2
Act Effct Green (s)		8.7	75.4	75.4		20.5	89.8	89.8		42.0	42.0	42.0
Actuated g/C Ratio		0.05	0.47	0.47		0.13	0.56	0.56		0.26	0.26	0.26
v/c Ratio		0.53	0.64	0.19		0.81	0.62	0.07		0.66	0.49	0.45
Control Delay		99.7	22.1	18.3		72.6	23.6	13.3		60.5	52.3	53.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		99.7	22.1	18.3		72.6	23.6	13.3		60.5	52.3	53.1
LOS		F	C	B		E	C	B		E	D	D
Approach Delay			24.0				27.9			56.8		
Approach LOS			C				C			E		
Queue Length 50th (ft)		53	431	48		159	613	35		192	150	80
Queue Length 95th (ft)		m85	382	75		m184	658	m46		276	219	136
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		103	2307	686		293	2827	834		430	477	281
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.47	0.64	0.19		0.64	0.62	0.07		0.53	0.39	0.36

Intersection Summary

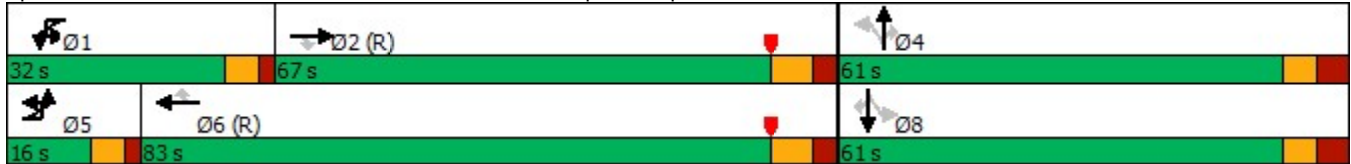
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 101 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	61.0	61.0
Total Split (%)	38.1%	38.1%
Maximum Green (s)	53.0	53.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	42.0	42.0
Actuated g/C Ratio	0.26	0.26
v/c Ratio	0.18	0.12
Control Delay	43.1	40.6
Queue Delay	0.0	0.0
Total Delay	43.1	40.6
LOS	D	D
Approach Delay	47.1	
Approach LOS	D	
Queue Length 50th (ft)	61	31
Queue Length 95th (ft)	103	62
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	581	469
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.09
Intersection Summary		

Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 30.2
 Intersection Capacity Utilization 128.0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service H

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke



Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke













FB B MIT Weekday PM peak hour
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	147	1099	11	22	20	1437	234	20	44	25	311
Future Volume (vph)	3	147	1099	11	22	20	1437	234	20	44	25	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.98		1.00		
Frt				0.850				0.850		0.962		
Flt Protected		0.950				0.950				0.989		0.950
Satd. Flow (prot)	0	3189	3505	1615	0	1805	3539	1524	0	1745	0	3335
Flt Permitted		0.950				0.950				0.863		0.950
Satd. Flow (perm)	0	3188	3505	1615	0	1805	3539	1500	0	1517	0	3335
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								244				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		2						2	18			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	3%	0%	0%	0%	2%	6%	5%	5%	0%	5%
Adj. Flow (vph)	3	153	1145	11	23	21	1497	244	21	46	26	324
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	1145	11	0	44	1497	244	0	93	0	324
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												

Lane Group	SBT	SBR	Ø2
Lane Configurations			
Traffic Volume (vph)	30	333	
Future Volume (vph)	30	333	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.97		
Frt	0.874	0.850	
Flt Protected			
Satd. Flow (prot)	1473	1461	
Flt Permitted			
Satd. Flow (perm)	1473	1461	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		18	
Confl. Bikes (#/hr)			
Peak Hour Factor	0.96	0.96	
Heavy Vehicles (%)	0%	5%	
Adj. Flow (vph)	31	347	
Shared Lane Traffic (%)		46%	
Lane Group Flow (vph)	191	187	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B MIT Weekday PM peak hour
05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0
Total Split (%)	12.5%	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%
Maximum Green (s)	13.0	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												1
Act Effct Green (s)		11.6	80.3	80.3		13.0	81.7	114.1		13.3		25.4
Actuated g/C Ratio		0.07	0.50	0.50		0.08	0.51	0.71		0.08		0.16
v/c Ratio		0.68	0.65	0.01		0.30	0.83	0.21		0.74		0.61
Control Delay		86.9	33.2	23.9		49.5	19.7	0.5		102.8		66.9
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		86.9	33.2	23.9		49.5	19.7	0.5		102.8		66.9
LOS		F	C	C		D	B	A		F		E
Approach Delay			39.5				17.8			102.8		
Approach LOS			D				B			F		
Queue Length 50th (ft)		83	470	6		44	95	0		96		164
Queue Length 95th (ft)		123	602	19		m75	#962	0		#183		205
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		262	1758	810		146	1806	1206		139		708
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.60	0.65	0.01		0.30	0.83	0.20		0.67		0.46

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 97 (61%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83

Lane Group	SBT	SBR	Ø2
Detector 2 Extend (s)	0.0	0.0	
Turn Type	NA	Prot	
Protected Phases	4	4	2
Permitted Phases			
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	1	1	0
Act Effct Green (s)	25.4	25.4	
Actuated g/C Ratio	0.16	0.16	
v/c Ratio	0.82	0.81	
Control Delay	90.3	89.1	
Queue Delay	0.0	0.0	
Total Delay	90.3	89.1	
LOS	F	F	
Approach Delay	79.2		
Approach LOS	E		
Queue Length 50th (ft)	205	201	
Queue Length 95th (ft)	288	284	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	313	310	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.61	0.60	

Intersection Summary

Intersection Signal Delay: 38.2
 Intersection Capacity Utilization 96.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke



Lanes, Volumes, Timings
24: N Franklin St & Fulton Ave

FB B MIT Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	224	685	212	75	602	70	145	614	87	99	957	176
Future Volume (vph)	224	685	212	75	602	70	145	614	87	99	957	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97		0.88		0.99			0.99		0.98	0.99	
Frt			0.850		0.986			0.981			0.977	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1570	3505	1583	0	3304	0	1608	3304	0	1608	3246	0
Flt Permitted	0.143				0.775		0.111			0.377		
Satd. Flow (perm)	230	3505	1395	0	2566	0	188	3304	0	628	3246	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	67		87	87		67	25		35	35		25
Confl. Bikes (#/hr)			3			2			30			4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	15%	3%	2%	1%	3%	2%	1%	3%	1%	1%	2%	17%
Parking (#/hr)						0						
Adj. Flow (vph)	231	706	219	77	621	72	149	633	90	102	987	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	231	706	219	0	770	0	149	723	0	102	1168	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex				Cl+Ex		Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm		NA
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	30.0	30.0	12.0	30.0		10.0	48.0		38.0		38.0
Total Split (%)	13.3%	33.3%	33.3%	13.3%	33.3%		11.1%	53.3%		42.2%		42.2%
Maximum Green (s)	8.0	24.0	24.0	8.0	24.0		6.0	42.0		32.0		32.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		8	8		12			29		22		22
Act Effct Green (s)	38.0	36.0	36.0		24.0		44.0	42.0		32.0		32.0
Actuated g/C Ratio	0.42	0.40	0.40		0.27		0.49	0.47		0.36		0.36
v/c Ratio	1.07	0.50	0.39		1.13		0.80	0.47		0.46		1.01
Control Delay	104.6	21.8	21.9		107.0		46.5	17.7		30.5		59.7
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	104.6	21.8	21.9		107.0		46.5	17.7		30.5		59.7
LOS	F	C	C		F		D	B		C		E
Approach Delay		38.4			107.0			22.6				57.4
Approach LOS		D			F			C				E
Queue Length 50th (ft)	~99	155	87		~268		46	142		44		~353
Queue Length 95th (ft)	#245	207	148		#384		#137	191		96		#500
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	216	1402	558		684		186	1541		223		1154
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	1.07	0.50	0.39		1.13		0.80	0.47		0.46		1.01

Intersection Summary

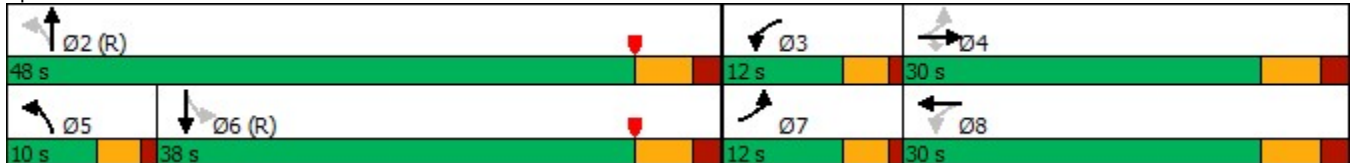
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 53.9
 Intersection Capacity Utilization 99.2%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F




















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

Splits and Phases: 24: N Franklin St & Fulton Ave



Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave













FB B MIT Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	857	66	11	360	818	249	0	530	440	376	957
Future Volume (vph)	0	857	66	11	360	818	249	0	530	440	376	957
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.98		0.99		1.00	0.99
Frt		0.989					0.850		0.932			0.987
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3409	0	0	1728	3610	1794	0	3040	0	1608	3130
Flt Permitted					0.950						0.136	
Satd. Flow (perm)	0	3409	0	0	1722	3610	1758	0	3040	0	230	3130
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		8					59		227			14
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	7		11		11		7	51		12	12	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	2%	0%	3%	1%	1%	2%
Adj. Flow (vph)	0	902	69	12	379	861	262	0	558	463	396	1007
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	971	0	0	391	861	262	0	1021	0	396	1102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	90
Future Volume (vph)	90
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	51
Peak Hour Factor	0.95
Heavy Vehicles (%)	0%
Adj. Flow (vph)	95
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
25: Franklin Ave & Stewart Ave

FB B MIT Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		27.0		17.5	17.5	44.5	16.0		29.5		16.0	45.5
Total Split (%)		30.0%		19.4%	19.4%	49.4%	17.8%		32.8%		17.8%	50.6%
Maximum Green (s)		21.5		12.0	12.0	39.0	10.5		24.0		10.5	40.0
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		17				4			4			2
Act Effct Green (s)		21.5			12.0	39.0	49.5		24.0		40.0	40.0
Actuated g/C Ratio		0.24			0.13	0.43	0.55		0.27		0.44	0.44
v/c Ratio		1.18			1.70	0.55	0.26		1.05		1.51	0.79
Control Delay		127.5			361.0	20.6	6.9		67.9		277.4	26.1
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		127.5			361.0	20.6	6.9		67.9		277.4	26.1
LOS		F			F	C	A		E		F	C
Approach Delay		127.5				106.2			67.9			92.5
Approach LOS		F				F			E			F
Queue Length 50th (ft)		~353			~330	186	46		~281		~273	270
Queue Length 95th (ft)		#478			#504	243	81		#407		#452	354
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		820			230	1564	997		977		262	1398
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		1.18			1.70	0.55	0.26		1.05		1.51	0.79

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 71 (79%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.70

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary















Intersection Signal Delay: 98.4
 Intersection Capacity Utilization 114.9%
 Analysis Period (min) 15







Intersection LOS: F
 ICU Level of Service H

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

Splits and Phases: 25: Franklin Ave & Stewart Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	425	335	171	1433	1277	169
Future Volume (vph)	425	335	171	1433	1277	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.982	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1752	3505	3447	0
Flt Permitted	0.950		0.118			
Satd. Flow (perm)	3351	1599	218	3505	3447	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		23			26	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			6			6
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	3%	3%	3%	0%
Adj. Flow (vph)	457	360	184	1541	1373	182
Shared Lane Traffic (%)						
Lane Group Flow (vph)	457	360	184	1541	1555	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	

Lane Group						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	21.0		12.0		43.0	
Total Split (%)	27.6%		15.8%		56.6%	
Maximum Green (s)	15.0		8.0		37.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	2					
Act Effct Green (s)	14.9	27.0	43.9	45.9	33.8	
Actuated g/C Ratio	0.20	0.37	0.60	0.63	0.46	
v/c Ratio	0.67	0.59	0.61	0.70	0.97	
Control Delay	32.6	22.7	20.1	11.4	35.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.6	22.7	20.1	11.4	35.6	
LOS	C	C	C	B	D	
Approach Delay	28.2			12.3	35.6	
Approach LOS	C			B	D	
Queue Length 50th (ft)	104	129	27	211	335	
Queue Length 95th (ft)	150	213	#114	342	#558	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	738	600	301	2382	1782	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.62	0.60	0.61	0.65	0.87	















Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 72.9
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 24.3
 Intersection Capacity Utilization 75.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	59	42	19	1853	1447	14
Future Volume (vph)	59	42	19	1853	1447	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.999	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1719	1568	1805	5085	3531	0
Flt Permitted	0.950		0.104			
Satd. Flow (perm)	1719	1568	198	5085	3531	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		44			2	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	3%	0%	2%	2%	15%
Adj. Flow (vph)	62	44	20	1951	1523	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	44	20	1951	1538	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	
Permitted Phases		3	1 2			






























						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	13.0	13.0	11.0		51.0	
Total Split (%)	17.3%	17.3%	14.7%		68.0%	
Maximum Green (s)	7.0	7.0	5.0		45.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	7.1	7.1	43.5	51.3	38.4	
Actuated g/C Ratio	0.11	0.11	0.66	0.78	0.59	
v/c Ratio	0.34	0.21	0.08	0.49	0.74	
Control Delay	35.4	13.3	4.2	4.1	13.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	35.4	13.3	4.2	4.1	13.5	
LOS	D	B	A	A	B	
Approach Delay	26.2			4.1	13.5	
Approach LOS	C			A	B	
Queue Length 50th (ft)	23	0	2	105	238	
Queue Length 95th (ft)	64	29	6	129	317	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	188	211	257	3875	2488	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.33	0.21	0.08	0.50	0.62	













Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 65.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 8.7
 Intersection Capacity Utilization 55.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 56: Merrick Ave & Privado Rd



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	48	1928	268	204	1148	39	226	144	248	77	316	93
Future Volume (vph)	48	1928	268	204	1148	39	226	144	248	77	316	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.905			0.974	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1624	5085	1436	1652	5085	1358	1577	1525	0	0	1715	0
Flt Permitted	0.950			0.950			0.347				0.561	
Satd. Flow (perm)	1624	5085	1436	1652	5085	1358	576	1525	0	0	970	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						64		72			10	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	5%	2%	2%	11%	3%	4%	0%	7%	3%	21%
Adj. Flow (vph)	56	2268	315	240	1351	46	266	169	292	91	372	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	2268	315	240	1351	46	266	461	0	0	572	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 3 Position(ft)											26	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	23.0	57.0	57.0	23.0	57.0	57.0	70.0	70.0		70.0	70.0	
Total Split (%)	15.3%	38.0%	38.0%	15.3%	38.0%	38.0%	46.7%	46.7%		46.7%	46.7%	
Maximum Green (s)	18.0	49.6	49.6	18.0	49.6	49.6	63.2	63.2		63.2	63.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	9.6	49.6	49.6	18.0	60.1	60.1	63.2	63.2				63.2
Actuated g/C Ratio	0.06	0.33	0.33	0.12	0.40	0.40	0.42	0.42				0.42
v/c Ratio	0.54	1.35	0.66	1.21	0.66	0.08	1.10	0.67				1.38
Control Delay	86.2	200.2	51.1	185.9	39.6	3.7	127.5	35.0				220.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	86.2	200.2	51.1	185.9	39.6	3.7	127.5	35.0				220.4
LOS	F	F	D	F	D	A	F	C				F
Approach Delay		180.0			60.0			68.9				220.4
Approach LOS		F			E			E				F
Queue Length 50th (ft)	54	~1060	265	~286	402	0	~293	309				~738
Queue Length 95th (ft)	95	#1050	350	#428	443	14	#437	401				#899
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	194	1681	474	198	2036	582	242	684				414
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.29	1.35	0.66	1.21	0.66	0.08	1.10	0.67				1.38

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 59 (39%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.38
 Intersection Signal Delay: 134.4
 Intersection Capacity Utilization 119.6%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

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

Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke















Lanes, Volumes, Timings
 64: Oak Street & Westbury Blvd/Meadow St

FB B MIT Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	203	190	60	131	426	95	24	93	413	59	1	89
Future Volume (vph)	203	190	60	131	426	95	24	93	413	59	1	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	12	10
Storage Length (ft)	55		0	0		0		85		95		135
Storage Lanes	1		0	0		1		1		1		1
Taper Length (ft)	25			0				110				85
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99			1.00	0.98				0.98		1.00
Frt		0.964				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1678	1649	0	0	1763	1358	0	1671	3261	1432	0	1652
Flt Permitted	0.271				0.841			0.511				0.355
Satd. Flow (perm)	478	1649	0	0	1497	1332	0	899	3261	1401	0	615
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		32				104				95		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	7		15	15		7				8		8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	3%	3%	6%	2%	11%	4%	0%	7%	9%	0%	2%
Adj. Flow (vph)	223	209	66	144	468	104	26	102	454	65	1	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	275	0	0	612	104	0	128	454	65	0	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		11			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	1	1	1	1
Detector Template				Left			Left				Left	
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	20
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	374	313
Future Volume (vph)	374	313
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3323	1386
Flt Permitted		
Satd. Flow (perm)	3323	1386
Right Turn on Red		Yes
Satd. Flow (RTOR)		333
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	5%	1%
Adj. Flow (vph)	411	344
Shared Lane Traffic (%)		
Lane Group Flow (vph)	411	344
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		
Leading Detector (ft)	160	160
Trailing Detector (ft)	94	154
Detector 1 Position(ft)	154	154
Detector 1 Size(ft)	6	6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4			4				2		1	1
Permitted Phases	4			4		4	2	2		2	6	6
Detector Phase	4	4		4	4	4	2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	2.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	6.0
Total Split (s)	45.0	45.0		45.0	45.0	45.0	24.0	24.0	24.0	24.0	6.0	6.0
Total Split (%)	60.0%	60.0%		60.0%	60.0%	60.0%	32.0%	32.0%	32.0%	32.0%	8.0%	8.0%
Maximum Green (s)	39.5	39.5		39.5	39.5	39.5	18.5	18.5	18.5	18.5	2.0	2.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5		5.5	5.5	5.5		4.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	None
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	3	3		3	3	3						
Act Effct Green (s)	32.8	32.8			32.8	32.8		18.0	18.0	18.0		24.0
Actuated g/C Ratio	0.49	0.49			0.49	0.49		0.27	0.27	0.27		0.36
v/c Ratio	0.95	0.33			0.83	0.15		0.53	0.52	0.15		0.39
Control Delay	68.3	10.0			26.0	2.7		34.3	25.5	3.5		22.9
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	68.3	10.0			26.0	2.7		34.3	25.5	3.5		22.9
LOS	E	A			C	A		C	C	A		C
Approach Delay		36.1			22.6				25.0			
Approach LOS		D			C				C			
Queue Length 50th (ft)	81	56			202	0		52	97	0		32
Queue Length 95th (ft)	#225	104			#374	21		#119	143	17		65
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55							85		95		135
Base Capacity (vph)	293	1024			918	857		258	936	470		253
Starvation Cap Reductn	0	0			0	0		0	0	0		0
Spillback Cap Reductn	0	0			0	0		0	0	0		0
Storage Cap Reductn	0	0			0	0		0	0	0		0
Reduced v/c Ratio	0.76	0.27			0.67	0.12		0.50	0.49	0.14		0.39

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 66.7
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 23.0
 Intersection LOS: C

	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	17.0	17.0
Minimum Split (s)	22.5	22.5
Total Split (s)	30.0	30.0
Total Split (%)	40.0%	40.0%
Maximum Green (s)	24.5	24.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	Min	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	22.5	22.5
Actuated g/C Ratio	0.34	0.34
v/c Ratio	0.37	0.50
Control Delay	19.4	5.7
Queue Delay	0.0	0.0
Total Delay	19.4	5.7
LOS	B	A
Approach Delay	14.3	
Approach LOS	B	
Queue Length 50th (ft)	76	3
Queue Length 95th (ft)	114	59
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	1264	733
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.33	0.47

Intersection Summary

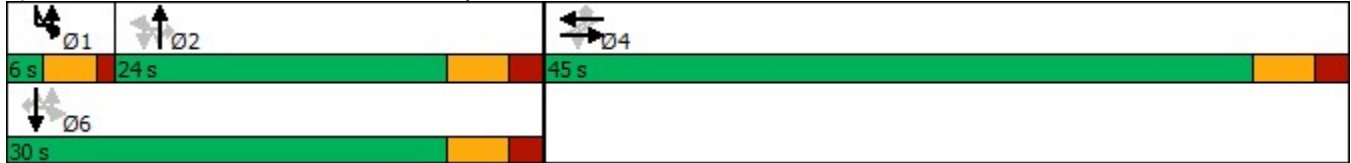
Intersection Capacity Utilization 92.0%








ICU Level of Service F








Analysis Period (min) 15

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

Splits and Phases: 64: Oak Street & Westbury Blvd/Meadow St



							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1882	0	198	455	1071	0	230
Future Volume (vph)	1882	0	198	455	1071	0	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		400		0	0
Storage Lanes		2		1		0	2
Taper Length (ft)				100		0	
Lane Util. Factor	0.86	1.00	0.91	0.97	0.91	1.00	0.88
Flt							0.850
Flt Protected				0.950			
Satd. Flow (prot)	6408	1863	0	3433	5136	0	2842
Flt Permitted				0.950			
Satd. Flow (perm)	6408	1863	0	3433	5136	0	2842
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)							194
Link Speed (mph)	30				50	30	
Link Distance (ft)	753				646	343	
Travel Time (s)	17.1				8.8	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%	0%
Adj. Flow (vph)	2046	0	215	495	1164	0	250
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2046	0	0	710	1164	0	250
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	R NA
Median Width(ft)	30				40	4	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15		15	9
Number of Detectors	2	1	1	1	2		1
Detector Template	Thru	Right	Left	Left	Thru		Right
Leading Detector (ft)	100	20	20	20	100		20
Trailing Detector (ft)	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0		0
Detector 1 Size(ft)	6	20	20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)	94				94		
Detector 2 Size(ft)	6				6		
Detector 2 Type	Cl+Ex				Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0		
Turn Type	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	6	6	5	5	2		4

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Permitted Phases							
Detector Phase	6	6	5	5	2		4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5	11.0	11.0	22.5		28.0
Total Split (s)	37.0	37.0	25.0	25.0	62.0		28.0
Total Split (%)	41.1%	41.1%	27.8%	27.8%	68.9%		31.1%
Maximum Green (s)	31.0	31.0	19.0	19.0	56.0		22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	Min		None
Walk Time (s)							7.0
Flash Dont Walk (s)							15.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	31.0			19.0	56.0		7.4
Actuated g/C Ratio	0.41			0.25	0.74		0.10
v/c Ratio	0.78			0.82	0.31		0.55
Control Delay	22.0			36.6	3.6		14.0
Queue Delay	0.0			0.0	0.0		0.0
Total Delay	22.0			36.6	3.6		14.0
LOS	C			D	A		B
Approach Delay	22.0				16.1	14.0	
Approach LOS	C				B	B	
Queue Length 50th (ft)	230			160	49		14
Queue Length 95th (ft)	300			#262	81		49
Internal Link Dist (ft)	673				566	263	
Turn Bay Length (ft)				400			
Base Capacity (vph)	2635			865	3814		966
Starvation Cap Reductn	0			0	0		0
Spillback Cap Reductn	0			0	0		0
Storage Cap Reductn	0			0	0		0
Reduced v/c Ratio	0.78			0.82	0.31		0.26

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 75.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 18.9
 Intersection Capacity Utilization 68.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 360: Sands Ave & Charles Lindbergh Blvd



**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**





N-4 2030 Build with Mitigation

N-4.3 Friday Evening peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



Lanes, Volumes, Timings

FB B MIT Friday Evening peak hour

2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	29	13	1327	116	78	2084	373	96	9	119	220	7
Future Volume (vph)	29	13	1327	116	78	2084	373	96	9	119	220	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	12	13	13	12	12	10	10
Storage Length (ft)		275		225	500		275	475		0	250	
Storage Lanes		2		1	2		1	1		1	1	
Taper Length (ft)		75			195			80			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00
Ped Bike Factor		1.00		0.99	1.00		0.99					
Fr _t				0.850			0.850		0.871	0.850		0.910
Fl _t Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3293	5085	1652	3319	5136	1669	3382	1559	1519	2867	1614
Fl _t Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3293	5085	1632	3317	5136	1647	3382	1559	1519	2867	1614
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				225			225					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			308
Travel Time (s)			5.6			9.0			11.0			7.0
Confl. Peds. (#/hr)		2		2	2		2					
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	2%	1%	2%	1%	0%	7%	0%	1%	14%	0%
Adj. Flow (vph)	32	14	1442	126	85	2265	405	104	10	129	239	8
Shared Lane Traffic (%)										47%		
Lane Group Flow (vph)	0	46	1442	126	85	2265	405	104	71	68	239	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			36			36			26			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			50			16			56			30
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.00	0.96	0.96	1.00	1.00	1.09	1.09
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2	1	2	2	1	2	2	2	2	2
Detector Template	Left			Right			Right					
Leading Detector (ft)	20	50	156	6	50	156	6	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	6	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150		30	150		30	30	30	30	30
Detector 2 Size(ft)		20	6		20	6		20	20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	11
Future Volume (vph)	11
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Adj. Flow (vph)	12
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lanes, Volumes, Timings

FB B MIT Friday Evening peak hour

2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	Free	Split	NA	pt+ov	Split	NA
Protected Phases	5	5	2		1	6		3	3	3 1	4	4
Permitted Phases				Free			Free					
Detector Phase	5	5	2		1	6		3	3	3 1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	17.0		15.0	15.0		15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	61.0		25.0	25.0		45.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	38.1%		15.6%	15.6%		28.1%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	54.0		17.0	17.0		37.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
Walk Time (s)			7.0			7.0					7.0	7.0
Flash Dont Walk (s)			30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)			0			0					1	1
Act Effct Green (s)		19.4	87.0	160.0	10.2	80.0	160.0	12.5	12.5	28.7	21.3	21.3
Actuated g/C Ratio		0.12	0.54	1.00	0.06	0.50	1.00	0.08	0.08	0.18	0.13	0.13
v/c Ratio		0.12	0.52	0.08	0.40	0.88	0.25	0.40	0.59	0.25	0.63	0.09
Control Delay		34.3	7.9	0.1	77.7	42.4	0.4	73.7	89.7	57.7	71.8	57.4
Queue Delay		0.0	0.1	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		34.3	8.0	0.1	77.7	43.7	0.4	73.7	89.7	57.7	71.8	57.4
LOS		C	A	A	E	D	A	E	F	E	E	E
Approach Delay			8.1			38.4			73.9			70.7
Approach LOS			A			D			E			E
Queue Length 50th (ft)		16	42	0	44	797	0	54	76	65	126	19
Queue Length 95th (ft)		m33	383	0	75	#1195	0	85	133	112	153	42
Internal Link Dist (ft)			333			577			566			228
Turn Bay Length (ft)		275		225	500		275	475			250	
Base Capacity (vph)		473	2764	1632	477	2568	1647	359	165	372	662	373
Starvation Cap Reductn		0	229	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	142	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.10	0.57	0.08	0.18	0.93	0.25	0.29	0.43	0.18	0.36	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 147 (92%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated



Lane Group	SBR
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 31.8

Intersection LOS: C

Intersection Capacity Utilization 65.7%

ICU Level of Service C

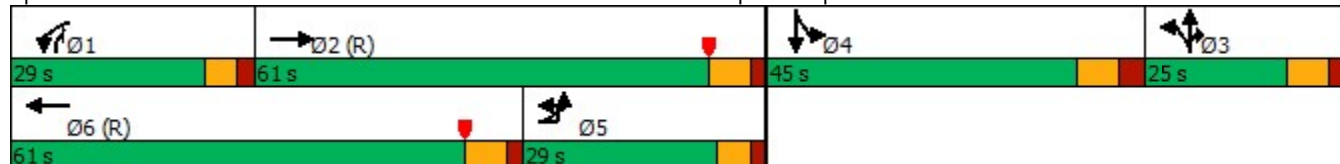
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













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

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke











Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

FB B MIT Friday Evening peak hour
05/28/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	10	1433	40	2	114	2103	51	50	
Future Volume (vph)	10	1433	40	2	114	2103	51	50	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			1.00		0.99		
Frt		0.996					0.933		
Flt Protected					0.950		0.975		
Satd. Flow (prot)	0	5061	0	0	1787	6408	1842	0	
Flt Permitted		0.886			0.950		0.975		
Satd. Flow (perm)	0	4484	0	0	1782	6408	1838	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		4					25		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		3	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	2%	3%	0%	1%	2%	3%	2%	
Adj. Flow (vph)	11	1558	43	2	124	2286	55	54	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1612	0	0	126	2286	109	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

FB B MIT Friday Evening peak hour
05/28/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		4.7	4.7	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	100.0	100.0		32.0	32.0	113.0	28.0		19.0
Total Split (%)	62.5%	62.5%		20.0%	20.0%	70.6%	17.5%		12%
Maximum Green (s)	93.0	93.0		25.3	25.3	106.0	20.3		11.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0				0.0	0.0		
Total Lost Time (s)		7.0				6.7	7.7		
Lead/Lag	Lead	Lead		Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		100.1			25.3	114.4	13.2		
Actuated g/C Ratio		0.63			0.16	0.72	0.08		
v/c Ratio		0.57			0.45	0.50	0.63		
Control Delay		0.9			78.9	12.6	69.3		
Queue Delay		0.0			0.0	4.0	0.0		
Total Delay		0.9			78.9	16.6	69.3		
LOS		A			E	B	E		
Approach Delay		0.9				19.9	69.3		
Approach LOS		A				B	E		
Queue Length 50th (ft)		1			140	646	86		
Queue Length 95th (ft)		3			m163	761	148		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		2808			282	4583	255		
Starvation Cap Reductn		1			0	2194	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.57			0.45	0.96	0.43		

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 21 (13%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63

Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

FB B MIT Friday Evening peak hour

05/28/2024

Intersection Signal Delay: 13.8

Intersection LOS: B

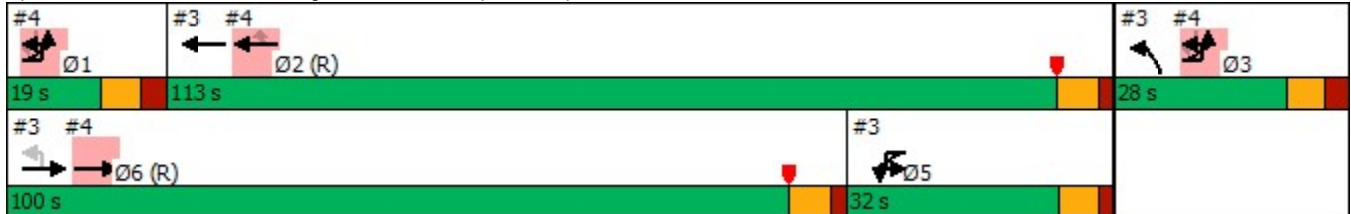
Intersection Capacity Utilization 85.2%

ICU Level of Service E

Analysis Period (min) 15

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

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke



Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B MIT Friday Evening peak hour

05/28/2024

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø5
Lane Configurations										
Traffic Volume (vph)	17	42	1483	1629	535	0	56			
Future Volume (vph)	17	42	1483	1629	535	0	56			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	19	47	1666	1830	601	0	63			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	66	1666	1830	601	0	63			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B MIT Friday Evening peak hour

05/28/2024

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø5
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	4.7
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			100.0	113.0	113.0			19.0	28.0	32.0
Total Split (%)			62.5%	70.6%	70.6%			12%	18%	20%
Maximum Green (s)			93.0	106.0	106.0			11.3	20.3	25.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lead	Lag	Lag			Lead		Lag
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		30.9	100.1	114.4	114.4		30.9			
Actuated g/C Ratio		0.19	0.63	0.72	0.72		0.19			
v/c Ratio		0.10	0.52	0.50	0.51		0.11			
Control Delay		72.8	4.3	1.3	3.1		52.1			
Queue Delay		0.0	0.0	0.0	0.0		0.0			
Total Delay		72.8	4.3	1.3	3.1		52.1			
LOS		E	A	A	A		D			
Approach Delay			6.9	1.8		52.1				
Approach LOS			A	A		D				
Queue Length 50th (ft)		34	75	21	19		31			
Queue Length 95th (ft)		m45	104	24	25		52			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		692	3182	3637	1177		581			
Starvation Cap Reductn		0	0	118	20		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.10	0.52	0.52	0.52		0.11			

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 21 (13%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63

Lanes, Volumes, Timings
 4: Hempstead Tpke & MSK Entrance

FB B MIT Friday Evening peak hour

05/28/2024

Intersection Signal Delay: 4.6

Intersection LOS: A

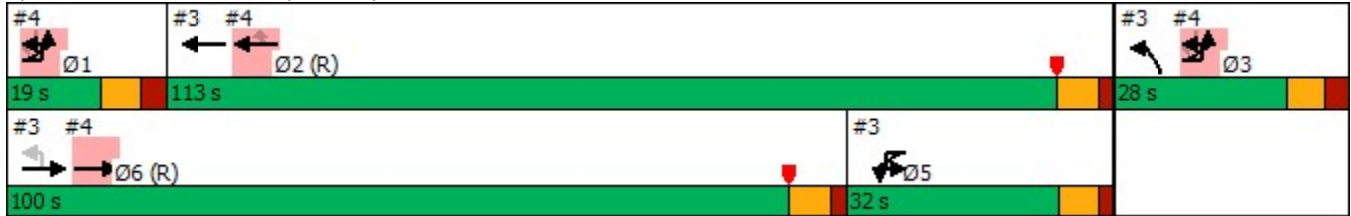
Intersection Capacity Utilization 53.8%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lanes, Volumes, Timings

FB B MIT Friday Evening peak hour

5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	156	874	78	69	216	1291	125	96	216	105	510
Future Volume (vph)	6	156	874	78	69	216	1291	125	96	216	105	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	500
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.97
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	1.00		
Frt				0.850				0.850		0.952		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3177	5085	1507	0	3475	5085	1516	1369	3191	0	3319
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3175	5085	1483	0	3470	5085	1496	1360	3190	0	3319
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								232				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		2		3		3		2	9			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	2%	0%	0%	1%	2%	3%	16%	4%	0%	2%
Adj. Flow (vph)	7	181	1016	91	80	251	1501	145	112	251	122	593
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	188	1016	91	0	331	1501	145	101	384	0	593
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

Scenario 1 6:57 am 08/11/2023 FB B MIT Friday Evening peak hour

Synchro 11 Report
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	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	249	179
Future Volume (vph)	249	179
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		500
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.976	0.850
Flt Protected		
Satd. Flow (prot)	3154	1379
Flt Permitted		
Satd. Flow (perm)	3154	1379
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		9
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	290	208
Shared Lane Traffic (%)		27%
Lane Group Flow (vph)	346	152
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings

FB B MIT Friday Evening peak hour

5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		4	4		3
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		4	4		3
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	26.0	26.0	56.0	56.0	28.0	28.0	58.0		33.0	33.0		43.0
Total Split (%)	16.3%	16.3%	35.0%	35.0%	17.5%	17.5%	36.3%		20.6%	20.6%		26.9%
Maximum Green (s)	19.0	19.0	49.0	49.0	21.0	21.0	51.0		25.0	25.0		35.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			30.0	30.0			30.0		36.0	36.0		
Pedestrian Calls (#/hr)			3	3			0		1	1		
Act Effct Green (s)		13.8	51.6	51.6		21.0	58.8	160.0	23.5	23.5		33.9
Actuated g/C Ratio		0.09	0.32	0.32		0.13	0.37	1.00	0.15	0.15		0.21
v/c Ratio		0.69	0.62	0.19		0.73	0.80	0.10	0.51	0.82		0.84
Control Delay		100.4	44.0	43.1		47.5	22.5	0.1	71.9	81.1		72.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		100.4	44.0	43.1		47.5	22.5	0.1	71.9	81.1		72.4
LOS		F	D	D		D	C	A	E	F		E
Approach Delay			52.1				25.0			79.2		
Approach LOS			D				C			E		
Queue Length 50th (ft)		86	256	42		186	599	0	107	214		307
Queue Length 95th (ft)		143	321	113		217	508	0	171	265		359
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			500
Base Capacity (vph)		377	1641	478		456	1870	1496	213	498		726
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.50	0.62	0.19		0.73	0.80	0.10	0.47	0.77		0.82

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 4 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	3	3
Permitted Phases		
Detector Phase	3	3
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	43.0	43.0
Total Split (%)	26.9%	26.9%
Maximum Green (s)	35.0	35.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	33.9	33.9
Actuated g/C Ratio	0.21	0.21
v/c Ratio	0.52	0.52
Control Delay	58.7	62.7
Queue Delay	0.0	0.0
Total Delay	58.7	62.7
LOS	E	E
Approach Delay	66.7	
Approach LOS	E	
Queue Length 50th (ft)	176	154
Queue Length 95th (ft)	221	228
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		500
Base Capacity (vph)	689	301
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.50	0.50
Intersection Summary		

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 47.1

Intersection Capacity Utilization 86.6%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service E

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke



Lanes, Volumes, Timings

FB B MIT Friday Evening peak hour

7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access

05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	297	14	315	69	0	383	0	737	13	55	66	561
Future Volume (vph)	297	14	315	69	0	383	0	737	13	55	66	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	3		1	1		1	0		0		2	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.94	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	1.00	1.00	0.95
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850		0.997				
Flt Protected	0.950			0.950						0.950	0.950	
Satd. Flow (prot)	5090	1900	1568	1805	0	2842	0	6330	0	1805	1805	3574
Flt Permitted	0.950			0.950						0.191	0.191	
Satd. Flow (perm)	5090	1900	1549	1803	0	2842	0	6330	0	363	363	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			380			400		3				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			450			581				1039
Travel Time (s)		15.0			10.2			11.3				20.2
Confl. Peds. (#/hr)			1	1			1					
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	2%	3%	0%	0%	0%	1%
Adj. Flow (vph)	358	17	380	83	0	461	0	888	16	66	80	676
Shared Lane Traffic (%)												
Lane Group Flow (vph)	358	17	380	83	0	461	0	904	0	66	80	676
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		36			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings

FB B MIT Friday Evening peak hour

7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access

05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	Split	NA	Free	Prot		Prot		NA		pm+pt	pm+pt	NA
Protected Phases	4	4		3		3		2		1	1	6
Permitted Phases			Free							6	6	
Detector Phase	4	4		3		3		2		1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0		8.0		18.0		3.0	3.0	20.0
Minimum Split (s)	32.0	32.0		14.0		14.0		24.0		9.0	9.0	30.0
Total Split (s)	32.0	32.0		14.0		14.0		24.0		15.0	15.0	39.0
Total Split (%)	37.6%	37.6%		16.5%		16.5%		28.2%		17.6%	17.6%	45.9%
Maximum Green (s)	26.0	26.0		8.0		8.0		18.0		9.0	9.0	33.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)	6.0	6.0						6.0				6.0
Flash Dont Walk (s)	20.0	20.0						18.0				18.0
Pedestrian Calls (#/hr)	0	0						0				0
Act Effct Green (s)	11.0	11.0	65.7	8.1		8.1		18.7		28.4	28.4	28.4
Actuated g/C Ratio	0.17	0.17	1.00	0.12		0.12		0.28		0.43	0.43	0.43
v/c Ratio	0.42	0.05	0.25	0.38		0.66		0.50		0.23	0.27	0.44
Control Delay	26.6	24.3	0.4	34.0		10.9		21.9		13.1	13.7	14.1
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Total Delay	26.6	24.3	0.4	34.0		10.9		21.9		13.1	13.7	14.1
LOS	C	C	A	C		B		C		B	B	B
Approach Delay		13.3			14.4			21.9				14.0
Approach LOS		B			B			C				B
Queue Length 50th (ft)	47	6	0	32		13		91		15	18	94
Queue Length 95th (ft)	68	20	0	70		46		121		34	40	132
Internal Link Dist (ft)		908			370			501				959
Turn Bay Length (ft)			700			200				140	140	
Base Capacity (vph)	2034	759	1549	221		700		1800		356	356	1813
Starvation Cap Reductn	0	0	0	0		0		0		0	0	0
Spillback Cap Reductn	0	0	0	0		0		0		0	0	0
Storage Cap Reductn	0	0	0	0		0		0		0	0	0
Reduced v/c Ratio	0.18	0.02	0.25	0.38		0.66		0.50		0.19	0.22	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 65.7
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 16.3
 Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

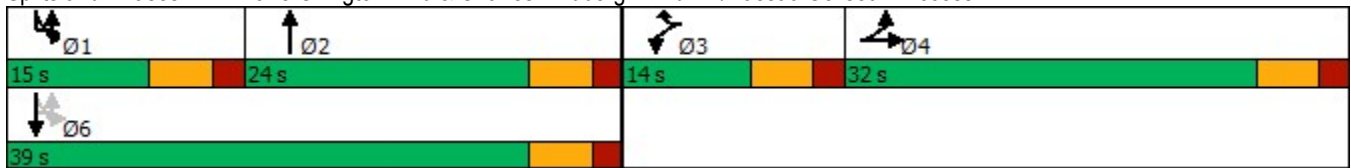
Intersection Summary

Intersection Capacity Utilization 58.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lanes, Volumes, Timings

FB B MIT Friday Evening peak hour

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	612	262	11	11	293	26	1142	0	31
Future Volume (vph)	0	0	0	612	262	11	11	293	26	1142	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		385		0		230	0	
Storage Lanes	0		0	1		1		2		1	1	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.97	1.00	0.88	1.00	0.95
Ped Bike Factor								1.00				1.00
Fr _t						0.850				0.850		0.984
Fl _t Protected				0.950	0.974			0.950				
Satd. Flow (prot)	0	0	0	1626	3275	1615	0	3403	1827	2842	1900	3454
Fl _t Permitted				0.950	0.974			0.950				
Satd. Flow (perm)	0	0	0	1626	3275	1615	0	3395	1827	2842	1900	3454
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						141						4
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			756				1039			371
Travel Time (s)		10.1			11.5				20.2			8.4
Confl. Peds. (#/hr)								2			1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	5%	0%	0%	3%	4%	0%	0%	3%
Adj. Flow (vph)	0	0	0	673	288	12	12	322	29	1255	0	34
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	336	625	12	0	334	29	1255	0	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			24				36			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2	0	0	1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66	0	0	30
Trailing Detector (ft)				0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)				0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)				30	30	30	20	45	30	0	0	30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			

Lane Group SBR

Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Peak Hour Factor	0.91
Heavy Vehicles (%)	0%
Adj. Flow (vph)	4
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings

FB B MIT Friday Evening peak hour

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA
Protected Phases				3	8		5	5	2			6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		6	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		10.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	28.0		28.0	28.0
Total Split (s)				39.0	39.0	39.0	17.0	17.0	46.0		29.0	29.0
Total Split (%)				45.9%	45.9%	45.9%	20.0%	20.0%	54.1%		34.1%	34.1%
Maximum Green (s)				32.0	32.0	32.0	10.0	10.0	39.0		22.0	22.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Lead/Lag							Lag	Lag			Lead	Lead
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		5.0	5.0
Recall Mode				None	None	None	None	None	None		None	None
Walk Time (s)					7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)					25.0	25.0			14.0		14.0	14.0
Pedestrian Calls (#/hr)					0	0			0		0	0
Act Effct Green (s)				23.7	23.7	23.7		10.8	15.8	54.6		10.8
Actuated g/C Ratio				0.43	0.43	0.43		0.20	0.29	1.00		0.20
v/c Ratio				0.48	0.44	0.02		0.50	0.05	0.44		0.06
Control Delay				14.8	12.7	0.0		26.9	15.0	0.5		23.1
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay				14.8	12.7	0.0		26.9	15.0	0.5		23.1
LOS				B	B	A		C	B	A		C
Approach Delay					13.3				6.2			23.1
Approach LOS					B				A			C
Queue Length 50th (ft)				58	53	0		40	6	0		3
Queue Length 95th (ft)				189	146	0		#127	24	0		20
Internal Link Dist (ft)		586			676				959			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				1083	1711	1123		670	1404	2842		1499
Starvation Cap Reductn				0	0	0		0	0	0		0
Spillback Cap Reductn				0	0	0		0	0	0		0
Storage Cap Reductn				0	0	0		0	0	0		0
Reduced v/c Ratio				0.31	0.37	0.01		0.50	0.02	0.44		0.03

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 54.6
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 9.1
 Intersection Capacity Utilization 44.0%
 Intersection LOS: A
 ICU Level of Service A



Lane Group SBR

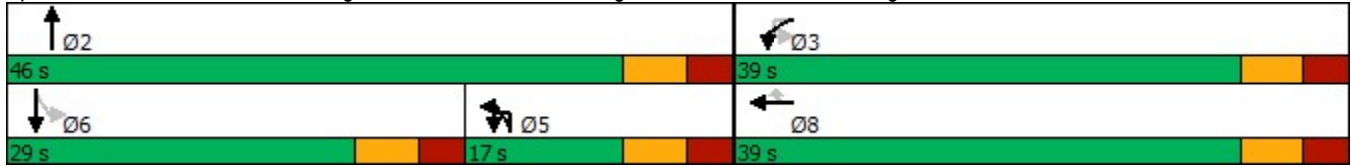
- Turn Type
- Protected Phases
- Permitted Phases
- Detector Phase
- Switch Phase
- Minimum Initial (s)
- Minimum Split (s)
- Total Split (s)
- Total Split (%)
- Maximum Green (s)
- Yellow Time (s)
- All-Red Time (s)
- Lost Time Adjust (s)
- Total Lost Time (s)
- Lead/Lag
- Lead-Lag Optimize?
- Vehicle Extension (s)
- Recall Mode
- Walk Time (s)
- Flash Dont Walk (s)
- Pedestrian Calls (#/hr)
- Act Effct Green (s)
- Actuated g/C Ratio
- v/c Ratio
- Control Delay
- Queue Delay
- Total Delay
- LOS
- Approach Delay
- Approach LOS
- Queue Length 50th (ft)
- Queue Length 95th (ft)
- Internal Link Dist (ft)
- Turn Bay Length (ft)
- Base Capacity (vph)
- Starvation Cap Reductn
- Spillback Cap Reductn
- Storage Cap Reductn
- Reduced v/c Ratio

Intersection Summary

Analysis Period (min) 15

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

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



Lanes, Volumes, Timings
17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B MIT Friday Evening peak hour
05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	41	973	72	23	80	1370	98	53	51	48	71
Future Volume (vph)	5	41	973	72	23	80	1370	98	53	51	48	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.97		1.00		0.98		0.99	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.975		0.950
Satd. Flow (prot)	0	1685	5085	1463	0	1805	5036	1507	0	1678	1463	1685
Flt Permitted		0.950				0.950				0.824		0.603
Satd. Flow (perm)	0	1683	5085	1424	0	1798	5036	1483	0	1410	1442	1068
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		6		6		5	14		2	2
Confl. Bikes (#/hr)								2			1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	2%	3%	0%	0%	3%	0%	4%	2%	3%	0%
Adj. Flow (vph)	6	51	1201	89	28	99	1691	121	65	63	59	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	1201	89	0	127	1691	121	0	128	59	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

Scenario 1 6:57 am 08/11/2023 FB B MIT Friday Evening peak hour

Synchro 11 Report
Page 27

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B MIT Friday Evening peak hour
 05/28/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	25	46
Future Volume (vph)	25	46
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1642	1507
Flt Permitted		
Satd. Flow (perm)	1642	1471
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	8%	0%
Adj. Flow (vph)	31	57
Shared Lane Traffic (%)		
Lane Group Flow (vph)	31	57
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B MIT Friday Evening peak hour
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									2	2	2	2
Act Effct Green (s)		10.4	99.1	99.1		15.7	107.0	107.0		23.2	23.2	23.2
Actuated g/C Ratio		0.06	0.62	0.62		0.10	0.67	0.67		0.14	0.14	0.14
v/c Ratio		0.52	0.38	0.10		0.72	0.50	0.12		0.63	0.28	0.57
Control Delay		100.8	9.4	9.1		81.2	13.8	14.0		75.8	60.6	75.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		100.8	9.4	9.1		81.2	13.8	14.0		75.8	60.6	75.4
LOS		F	A	A		F	B	B		E	E	E
Approach Delay			13.3				18.2			71.0		
Approach LOS			B				B			E		
Queue Length 50th (ft)		56	108	21		140	154	29		131	57	89
Queue Length 95th (ft)		104	187	36		m170	310	m78		153	79	113
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		263	3150	882		282	3368	991		387	396	293
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.22	0.38	0.10		0.45	0.50	0.12		0.33	0.15	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 41 (26%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B MIT Friday Evening peak hour
 05/28/2024

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	23.2	23.2
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.13	0.27
Control Delay	55.5	60.1
Queue Delay	0.0	0.0
Total Delay	55.5	60.1
LOS	E	E
Approach Delay	66.9	
Approach LOS	E	
Queue Length 50th (ft)	29	55
Queue Length 95th (ft)	48	77
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	451	404
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.14
Intersection Summary		

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B MIT Friday Evening peak hour

05/28/2024

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 21.5

Intersection LOS: C







Intersection Capacity Utilization 85.7%

ICU Level of Service E

Analysis Period (min) 15

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

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke

 Ø1 31 s	 Ø2 (R) 77 s	 Ø4 52 s
 Ø5 31 s	 Ø6 (R) 77 s	 Ø8 52 s

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B MIT Friday Evening peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	156	937	22	14	18	1270	173	6	17	9	3	131
Future Volume (vph)	156	937	22	14	18	1270	173	6	17	9	3	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0		125
Storage Lanes	2		1		1		1	0		0		1
Taper Length (ft)	135				85			0				65
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor			0.97		0.99							
Frt			0.850				0.850		0.961			
Flt Protected	0.950				0.950				0.990			0.950
Satd. Flow (prot)	2779	3539	1615	0	1745	3574	1392	0	1748	0	0	3370
Flt Permitted	0.950				0.950				0.900			0.950
Satd. Flow (perm)	2779	3539	1574	0	1732	3574	1392	0	1589	0	0	3370
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							188					
Link Speed (mph)		40				40			30			
Link Distance (ft)		498				580			260			
Travel Time (s)		8.5				9.9			5.9			
Confl. Peds. (#/hr)			5		5							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	26%	2%	0%	8%	0%	1%	16%	17%	0%	0%	0%	4%
Adj. Flow (vph)	170	1018	24	15	20	1380	188	7	18	10	3	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	170	1018	24	0	35	1380	188	0	35	0	0	145
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		44				56			0			
Link Offset(ft)		11				0			-5			
Crosswalk Width(ft)		48				30			30			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	2	2	1	1	2	2	1	1	2		1	2
Detector Template		Thru	Right	Left		Thru	Right	Left			Left	
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		20	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35			35
Detector 2 Size(ft)	20	6			20	6			20			20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0			0.0

Scenario 1 6:57 am 08/11/2023 FB B MIT Friday Evening peak hour

Synchro 11 Report
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










Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B MIT Friday Evening peak hour
 05/28/2024

Lane Group	SBT	SBR	Ø2
Lane Configurations			
Traffic Volume (vph)	22	176	
Future Volume (vph)	22	176	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor			
Frt	0.883	0.850	
Flt Protected			
Satd. Flow (prot)	1581	1519	
Flt Permitted			
Satd. Flow (perm)	1581	1519	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)			
Peak Hour Factor	0.92	0.92	
Heavy Vehicles (%)	0%	1%	
Adj. Flow (vph)	24	191	
Shared Lane Traffic (%)		45%	
Lane Group Flow (vph)	110	105	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B MIT Friday Evening peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	Split
Protected Phases	1	5		3	3	2 3			7		4	4
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0			0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0			7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)	14.4	98.2	98.2		12.6	96.5	119.0		8.0			15.5
Actuated g/C Ratio	0.09	0.61	0.61		0.08	0.60	0.74		0.05			0.10
v/c Ratio	0.68	0.47	0.02		0.26	0.64	0.17		0.44			0.44
Control Delay	84.1	19.2	15.6		56.6	16.4	0.5		90.1			71.4
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0			0.0
Total Delay	84.1	19.2	15.6		56.6	16.4	0.5		90.1			71.4
LOS	F	B	B		E	B	A		F			E
Approach Delay		28.2				15.4			90.1			
Approach LOS		C				B			F			
Queue Length 50th (ft)	90	305	10		29	413	0		36			75
Queue Length 95th (ft)	130	420	28		m62	165	0		76			108
Internal Link Dist (ft)		418				500			180			
Turn Bay Length (ft)	90		125		150		405					125
Base Capacity (vph)	261	2172	966		141	2163	1213		139			716
Starvation Cap Reductn	0	0	0		0	0	0		0			0
Spillback Cap Reductn	0	0	0		0	0	0		0			0
Storage Cap Reductn	0	0	0		0	0	0		0			0
Reduced v/c Ratio	0.65	0.47	0.02		0.25	0.64	0.15		0.25			0.20

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 33 (21%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 28.9
 Intersection LOS: C

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B MIT Friday Evening peak hour
 05/28/2024







	↓	↙	
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Prot	
Protected Phases	4	4	2
Permitted Phases			
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	15.5	15.5	
Actuated g/C Ratio	0.10	0.10	
v/c Ratio	0.72	0.71	
Control Delay	94.3	94.7	
Queue Delay	0.0	0.0	
Total Delay	94.3	94.7	
LOS	F	F	
Approach Delay	85.2		
Approach LOS	F		
Queue Length 50th (ft)	120	114	
Queue Length 95th (ft)	187	181	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	335	322	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.33	0.33	
Intersection Summary			

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B MIT Friday Evening peak hour
 05/28/2024




























Intersection Capacity Utilization 74.3% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke

 Ø1 20 s	 Ø2 (R) 58 s	 Ø3 20 s	 Ø4 41 s	 Ø7 21 s
 Ø5 (R) 78 s				













Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB B MIT Friday Evening peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	34	1021	257	172	675	44	208	118	176	22	163	30
Future Volume (vph)	34	1021	257	172	675	44	208	118	176	22	163	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.99			1.00	
Frt			0.850			0.850		0.910			0.981	
Flt Protected	0.950			0.950			0.950				0.995	
Satd. Flow (prot)	1624	5085	1492	1668	5036	1478	1624	1537	0	0	1824	0
Flt Permitted	0.950			0.950			0.507				0.858	
Satd. Flow (perm)	1624	5085	1492	1668	5036	1478	867	1537	0	0	1572	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						122		81			9	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)									12	12		
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	2%	1%	1%	3%	2%	0%	0%	0%	5%	1%	3%
Adj. Flow (vph)	43	1276	321	215	844	55	260	148	220	28	204	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	1276	321	215	844	55	260	368	0	0	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
57: Post Ave/Post Rd & Jericho Tpke

FB B MIT Friday Evening peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	12.0	38.0	38.0	21.0	47.0	47.0	41.0	41.0		41.0	41.0	
Total Split (%)	12.0%	38.0%	38.0%	21.0%	47.0%	47.0%	41.0%	41.0%		41.0%	41.0%	
Maximum Green (s)	7.0	30.6	30.6	16.0	39.6	39.6	34.2	34.2		34.2	34.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	6.3	34.3	34.3	15.0	47.1	47.1	31.5	31.5				31.5
Actuated g/C Ratio	0.06	0.34	0.34	0.15	0.47	0.47	0.32	0.32				0.32
v/c Ratio	0.43	0.73	0.63	0.86	0.36	0.07	0.95	0.68				0.54
Control Delay	57.8	32.9	35.7	72.4	19.0	0.2	78.2	29.6				31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	57.8	32.9	35.7	72.4	19.0	0.2	78.2	29.6				31.0
LOS	E	C	D	E	B	A	E	C				C
Approach Delay		34.1			28.4			49.7				31.0
Approach LOS		C			C			D				C
Queue Length 50th (ft)	27	274	180	134	140	0	154	152				130
Queue Length 95th (ft)	55	282	239	#206	152	0	#249	209				179
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	113	1742	511	266	2371	760	296	578				543
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.38	0.73	0.63	0.81	0.36	0.07	0.88	0.64				0.50

Intersection Summary

Area Type: Other
Cycle Length: 100

Lanes, Volumes, Timings
 57: Post Ave/Post Rd & Jericho Tpke

FB B MIT Friday Evening peak hour

05/28/2024

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 34.8

Intersection LOS: C

Intersection Capacity Utilization 86.5%

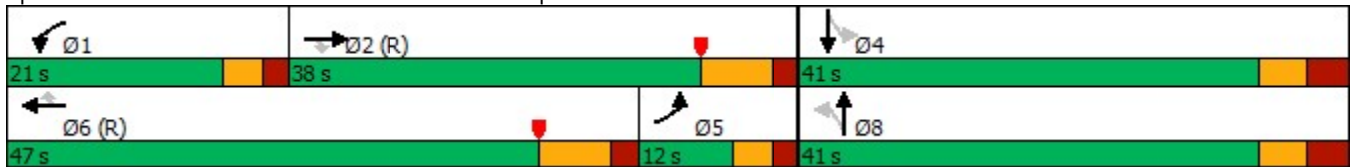
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.








Queue shown is maximum after two cycles.

Splits and Phases: 57: Post Ave/Post Rd & Jericho Tpke










Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd

FB B MIT Friday Evening peak hour
05/28/2024

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1138	0	39	725	885	0	325
Future Volume (vph)	1138	0	39	725	885	0	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		400		0	0
Storage Lanes		2		1		0	2
Taper Length (ft)				100		0	
Lane Util. Factor	0.86	1.00	0.91	0.97	0.91	1.00	0.88
Flt							0.850
Flt Protected				0.950			
Satd. Flow (prot)	6408	1863	0	3433	5036	0	2842
Flt Permitted				0.950			
Satd. Flow (perm)	6408	1863	0	3433	5036	0	2842
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)							823
Link Speed (mph)	30				50	30	
Link Distance (ft)	756				646	343	
Travel Time (s)	17.2				8.8	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%	0%
Adj. Flow (vph)	1237	0	42	788	962	0	353
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1237	0	0	830	962	0	353
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	R NA
Median Width(ft)	30				40	4	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15		15	9
Number of Detectors	2	1	1	1	2		1
Detector Template	Thru	Right	Left	Left	Thru		Right
Leading Detector (ft)	100	20	20	20	100		20
Trailing Detector (ft)	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0		0
Detector 1 Size(ft)	6	20	20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)	94				94		
Detector 2 Size(ft)	6				6		
Detector 2 Type	Cl+Ex				Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0		
Turn Type	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	6	6	5	5	2		4

Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd

FB B MIT Friday Evening peak hour
05/28/2024

Lane Group							
	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Permitted Phases							
Detector Phase	6	6	5	5	2		4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5	11.0	11.0	22.5		28.0
Total Split (s)	25.0	25.0	27.0	27.0	52.0		28.0
Total Split (%)	31.3%	31.3%	33.8%	33.8%	65.0%		35.0%
Maximum Green (s)	19.0	19.0	21.0	21.0	46.0		22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							15.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	18.7			19.8	44.5		5.5
Actuated g/C Ratio	0.30			0.32	0.72		0.09
v/c Ratio	0.64			0.76	0.27		0.35
Control Delay	20.7			24.2	3.2		1.0
Queue Delay	0.0			0.0	0.0		0.0
Total Delay	20.7			24.2	3.2		1.0
LOS	C			C	A		A
Approach Delay	20.7				12.9	1.0	
Approach LOS	C				B	A	
Queue Length 50th (ft)	119			143	34		0
Queue Length 95th (ft)	153			202	46		0
Internal Link Dist (ft)	676				566	263	
Turn Bay Length (ft)				400			
Base Capacity (vph)	1966			1164	3740		1540
Starvation Cap Reductn	0			0	0		0
Spillback Cap Reductn	0			0	0		0
Storage Cap Reductn	0			0	0		0
Reduced v/c Ratio	0.63			0.71	0.26		0.23

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 62
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 14.5
 Intersection Capacity Utilization 64.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 360: Sands Ave & Charles Lindbergh Blvd





N-4 2030 Build with Mitigation

N-4.4 Saturday Midday peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



Lanes, Volumes, Timings

FB B MIT Saturday Midday

2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	21	13	1534	99	78	1616	378	56	7	23	219	9
Future Volume (vph)	21	13	1534	99	78	1616	378	56	7	23	219	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	12	13	13	12	12	10	10
Storage Length (ft)		275		225	500		275	475		0	250	
Storage Lanes		2		1	2		1	1		1	1	
Taper Length (ft)		75			195			80			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00
Ped Bike Factor		1.00		0.99	1.00		0.99					
Fr t				0.850			0.850		0.921	0.850		0.910
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3385	5085	1669	3319	5136	1669	3414	1662	1534	3268	1614
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3383	5085	1648	3318	5136	1647	3414	1662	1534	3268	1614
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				257			257					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			308
Travel Time (s)			5.6			9.0			11.0			7.0
Confl. Peds. (#/hr)		3		2	2		3					
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	2%	0%	2%	1%	0%	6%	0%	0%	0%	0%
Adj. Flow (vph)	23	14	1686	109	86	1776	415	62	8	25	241	10
Shared Lane Traffic (%)										36%		
Lane Group Flow (vph)	0	37	1686	109	86	1776	415	62	17	16	241	25
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			36			36			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			50			16			56			30
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.00	0.96	0.96	1.00	1.00	1.09	1.09
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2	1	2	2	1	2	2	2	2	2
Detector Template	Left			Right			Right					
Leading Detector (ft)	20	50	156	6	50	156	6	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	6	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150		30	150		30	30	30	30	30
Detector 2 Size(ft)		20	6		20	6		20	20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	14
Future Volume (vph)	14
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	0%
Adj. Flow (vph)	15
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

FB B MIT Saturday Midday
05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	Free	Split	NA	pt+ov	Split	NA
Protected Phases	5	5	2		1	6		3	3	3 1	4	4
Permitted Phases				Free			Free					
Detector Phase	5	5	2		1	6		3	3	3 1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	14.5	14.5	17.0		16.0	17.0		15.0	15.0		15.0	15.0
Total Split (s)	12.0	12.0	61.0		18.0	67.0		12.0	12.0		49.0	49.0
Total Split (%)	8.6%	8.6%	43.6%		12.9%	47.9%		8.6%	8.6%		35.0%	35.0%
Maximum Green (s)	6.0	6.0	54.0		12.0	60.0		4.0	4.0		41.0	41.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
Walk Time (s)			7.0			7.0					7.0	7.0
Flash Dont Walk (s)			30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)			0			0					1	1
Act Effct Green (s)		5.8	76.9	140.0	10.1	83.4	140.0	7.1	7.1	20.2	19.9	19.9
Actuated g/C Ratio		0.04	0.55	1.00	0.07	0.60	1.00	0.05	0.05	0.14	0.14	0.14
v/c Ratio		0.26	0.60	0.07	0.36	0.58	0.25	0.36	0.20	0.07	0.52	0.11
Control Delay		45.4	9.9	0.1	66.3	21.6	0.4	70.3	70.5	50.9	58.0	48.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		45.4	10.0	0.1	66.3	21.6	0.4	70.3	70.5	50.9	58.0	48.1
LOS		D	A	A	E	C	A	E	E	D	E	D
Approach Delay			10.1			19.4			67.1			57.1
Approach LOS			B			B			E			E
Queue Length 50th (ft)		15	69	0	39	364	0	28	15	12	110	21
Queue Length 95th (ft)		m27	399	0	68	575	0	#64	45	37	123	40
Internal Link Dist (ft)			333			577			566			228
Turn Bay Length (ft)		275		225	500		275	475			250	
Base Capacity (vph)		145	2793	1648	284	3060	1647	172	83	241	957	472
Starvation Cap Reductn		0	115	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.26	0.63	0.07	0.30	0.58	0.25	0.36	0.20	0.07	0.25	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 18.9

Intersection LOS: B

Intersection Capacity Utilization 62.1%

ICU Level of Service B

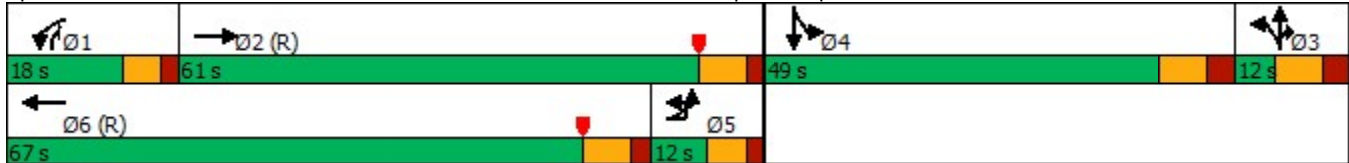
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













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

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke











Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

FB B MIT Saturday Midday
05/28/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	5	1593	61	8	77	1622	53	66	
Future Volume (vph)	5	1593	61	8	77	1622	53	66	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			1.00		1.00		
Frt		0.994					0.925		
Flt Protected					0.950		0.978		
Satd. Flow (prot)	0	5050	0	0	1805	6408	1874	0	
Flt Permitted		0.931			0.950		0.978		
Satd. Flow (perm)	0	4701	0	0	1799	6408	1872	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		7					38		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	0%	2%	2%	0%	0%	2%	2%	0%	
Adj. Flow (vph)	5	1695	65	9	82	1726	56	70	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1765	0	0	91	1726	126	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

FB B MIT Saturday Midday
05/28/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø1
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	89.0	89.0		22.0	22.0	93.0	29.0		18.0
Total Split (%)	63.6%	63.6%		15.7%	15.7%	66.4%	20.7%		13%
Maximum Green (s)	82.0	82.0		15.3	15.3	86.0	21.3		10.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0				0.0	0.0		
Total Lost Time (s)		7.0				6.7	7.7		
Lead/Lag	Lead	Lead		Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		90.4			15.3	94.7	12.9		
Actuated g/C Ratio		0.65			0.11	0.68	0.09		
v/c Ratio		0.58			0.46	0.40	0.61		
Control Delay		1.5			80.2	14.7	54.0		
Queue Delay		0.0			0.0	0.0	0.0		
Total Delay		1.5			80.2	14.7	54.0		
LOS		A			F	B	D		
Approach Delay		1.5				18.0	54.0		
Approach LOS		A				B	D		
Queue Length 50th (ft)		9			88	369	78		
Queue Length 95th (ft)		0			149	274	138		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3038			197	4335	317		
Starvation Cap Reductn		3			0	0	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.58			0.46	0.40	0.40		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61

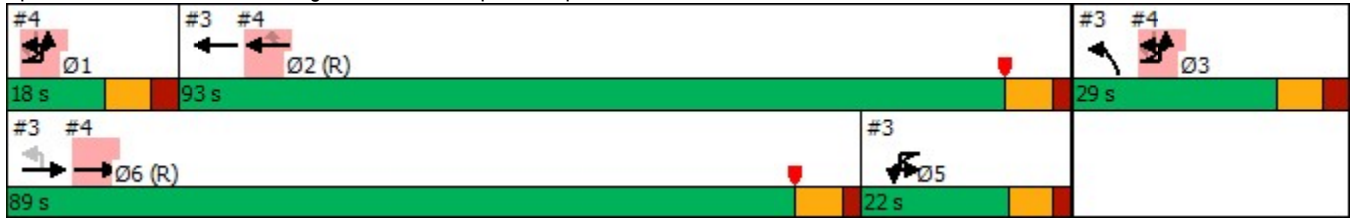
Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

FB B MIT Saturday Midday
 05/28/2024

Intersection Signal Delay: 11.4
 Intersection Capacity Utilization 80.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B MIT Saturday MIDDAY
05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	18	32	1659	1410	270	0	17			
Future Volume (vph)	18	32	1659	1410	270	0	17			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3498	5085	5136	1641	0	2893			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		2			
Confl. Bikes (#/hr)							1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	0%			
Adj. Flow (vph)	20	35	1803	1533	293	0	18			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	55	1803	1533	293	0	18			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B MIT Saturday Midday
05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			89.0	93.0	93.0			18.0	29.0	22.0
Total Split (%)			63.6%	66.4%	66.4%			13%	21%	16%
Maximum Green (s)			82.0	86.0	86.0			10.3	21.3	15.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lead	Lag	Lag			Lead		Lag
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		30.6	90.4	94.7	94.7		30.6			
Actuated g/C Ratio		0.22	0.65	0.68	0.68		0.22			
v/c Ratio		0.07	0.55	0.44	0.26		0.03			
Control Delay		51.5	6.2	2.3	1.7		40.4			
Queue Delay		0.0	0.0	0.1	0.5		0.0			
Total Delay		51.5	6.2	2.4	2.1		40.4			
LOS		D	A	A	A		D			
Approach Delay			7.5	2.3		40.4				
Approach LOS			A	A		D				
Queue Length 50th (ft)		21	108	19	9		7			
Queue Length 95th (ft)		m31	260	21	13		18			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		769	3284	3474	1110		635			
Starvation Cap Reductn		0	0	412	441		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.07	0.55	0.50	0.44		0.03			

Intersection Summary

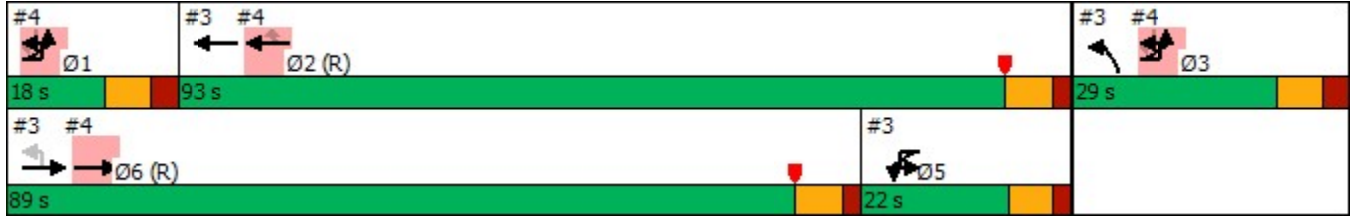
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
 4: Hempstead Tpke & MSK Entrance

Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 5.1
 Intersection Capacity Utilization 52.6%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lanes, Volumes, Timings
5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

FB B MIT Saturday Midday
05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	139	987	92	74	292	862	218	91	239	160	400
Future Volume (vph)	5	139	987	92	74	292	862	218	91	239	160	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	500
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.97
Ped Bike Factor		1.00		0.99		1.00		0.99	1.00	1.00		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3127	5036	1492	0	3502	5085	1561	1557	3181	0	3351
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3123	5036	1471	0	3499	5085	1540	1555	3181	0	3351
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								229				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		2		2		4	2			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	4%	3%	1%	0%	0%	2%	0%	2%	3%	1%	1%
Adj. Flow (vph)	5	146	1039	97	78	307	907	229	96	252	168	421
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	151	1039	97	0	385	907	229	86	430	0	421
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

FB B MIT Saturday MIDDAY
 05/28/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	274	137
Future Volume (vph)	274	137
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		500
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.993	0.850
Flt Protected		
Satd. Flow (prot)	3223	1407
Flt Permitted		
Satd. Flow (perm)	3223	1407
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	3%	1%
Adj. Flow (vph)	288	144
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	302	130
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

FB B MIT Saturday Midday
05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		4	4		3
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		4	4		3
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	27.0	27.0	46.0	46.0	27.0	27.0	46.0		28.0	28.0		39.0
Total Split (%)	19.3%	19.3%	32.9%	32.9%	19.3%	19.3%	32.9%		20.0%	20.0%		27.9%
Maximum Green (s)	20.0	20.0	39.0	39.0	20.0	20.0	39.0		20.0	20.0		31.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			1	1			0					1
Act Effct Green (s)		18.4	44.9	44.9		18.4	44.9	140.0	20.8	20.8		25.8
Actuated g/C Ratio		0.13	0.32	0.32		0.13	0.32	1.00	0.15	0.15		0.18
v/c Ratio		0.37	0.64	0.21		0.84	0.56	0.15	0.37	0.91		0.68
Control Delay		44.3	40.1	35.6		42.6	31.6	0.2	59.3	82.7		58.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		44.3	40.1	35.6		42.6	31.6	0.2	59.3	82.7		58.8
LOS		D	D	D		D	C	A	E	F		E
Approach Delay			40.2				29.6			78.8		
Approach LOS			D				C			E		
Queue Length 50th (ft)		62	268	67		178	90	0	79	215		185
Queue Length 95th (ft)		89	379	63		207	207	0	141	#328		234
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			500
Base Capacity (vph)		446	1616	472		500	1632	1540	231	472		742
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.34	0.64	0.21		0.77	0.56	0.15	0.37	0.91		0.57

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

FB B MIT Saturday Midday
 05/28/2024

Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	3	3
Permitted Phases		
Detector Phase	3	3
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	39.0	39.0
Total Split (%)	27.9%	27.9%
Maximum Green (s)	31.0	31.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	25.8	25.8
Actuated g/C Ratio	0.18	0.18
v/c Ratio	0.51	0.50
Control Delay	53.9	57.4
Queue Delay	0.0	0.0
Total Delay	53.9	57.4
LOS	D	E
Approach Delay	56.8	
Approach LOS	E	
Queue Length 50th (ft)	136	117
Queue Length 95th (ft)	180	186
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		500
Base Capacity (vph)	713	311
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.42	0.42
Intersection Summary		

Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

FB B MIT Saturday Midday
 05/28/2024

Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 44.5
 Intersection Capacity Utilization 88.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke






















← Ø2 (R)	↘ Ø1	↖ Ø4	↕ Ø3
46 s	27 s	28 s	39 s
→ Ø6 (R)	↙ Ø5		
46 s	27 s		

Lanes, Volumes, Timings

FB B MIT Saturday Midday

7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	233	12	332	71	0	390	0	590	22	33	82	399
Future Volume (vph)	233	12	332	71	0	390	0	590	22	33	82	399
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	3		1	1		1	0		0		2	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.94	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	1.00	1.00	0.95
Ped Bike Factor								1.00				
Frt			0.850			0.850		0.995				
Flt Protected	0.950			0.950						0.950	0.950	
Satd. Flow (prot)	5040	1900	1583	1805	0	2842	0	6377	0	1805	1805	3610
Flt Permitted	0.950			0.950						0.298	0.298	
Satd. Flow (perm)	5040	1900	1583	1805	0	2842	0	6377	0	566	566	3610
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			352			287		12				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			464			581				1039
Travel Time (s)		15.0			10.5			11.3				20.2
Confl. Bikes (#/hr)									3			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	2%	2%	0%	0%	0%	0%
Adj. Flow (vph)	240	12	342	73	0	402	0	608	23	34	85	411
Shared Lane Traffic (%)												
Lane Group Flow (vph)	240	12	342	73	0	402	0	631	0	34	85	411
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		36			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)								0.0				0.0













Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings

FB B MIT Saturday Midday

7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	Split	NA	Free	Prot		Prot		NA		pm+pt	pm+pt	NA
Protected Phases	4	4		3		3		2		1	1	6
Permitted Phases			Free							6	6	
Detector Phase	4	4		3		3		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	16.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	16.0	16.0		14.0		14.0		26.0		9.0	9.0	35.0
Total Split (%)	24.6%	24.6%		21.5%		21.5%		40.0%		13.8%	13.8%	53.8%
Maximum Green (s)	10.0	10.0		8.0		8.0		20.0		3.0	3.0	29.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)								6.0				6.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								0				0
Act Effct Green (s)	10.0	10.0	63.2	8.0		8.0		20.1		27.1	27.1	27.1
Actuated g/C Ratio	0.16	0.16	1.00	0.13		0.13		0.32		0.43	0.43	0.43
v/c Ratio	0.30	0.04	0.22	0.32		0.66		0.31		0.11	0.28	0.27
Control Delay	25.3	23.9	0.3	30.3		14.4		17.0		11.1	13.1	12.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Total Delay	25.3	23.9	0.3	30.3		14.4		17.0		11.1	13.1	12.0
LOS	C	C	A	C		B		B		B	B	B
Approach Delay		10.9			16.8			17.0				12.1
Approach LOS		B			B			B				B
Queue Length 50th (ft)	30	4	0	27		23		54		7	19	51
Queue Length 95th (ft)	50	17	0	62		66		75		21	41	77
Internal Link Dist (ft)		908			384			501				959
Turn Bay Length (ft)			700			200				140	140	
Base Capacity (vph)	800	301	1583	229		611		2033		301	301	1662
Starvation Cap Reductn	0	0	0	0		0		0		0	0	0
Spillback Cap Reductn	0	0	0	0		0		0		0	0	0
Storage Cap Reductn	0	0	0	0		0		0		0	0	0
Reduced v/c Ratio	0.30	0.04	0.22	0.32		0.66		0.31		0.11	0.28	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 63.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 14.2
 Intersection Capacity Utilization 62.0%
 Intersection LOS: B
 ICU Level of Service B



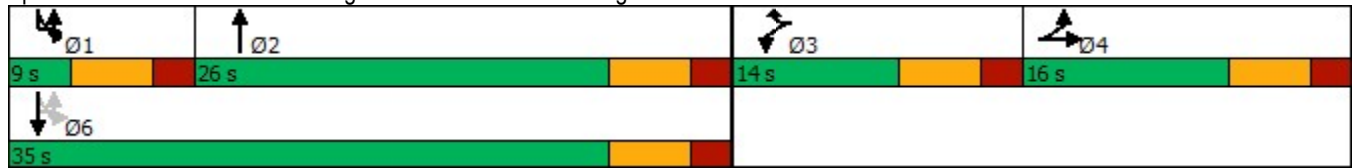
Lane Group SBR

- Turn Type
- Protected Phases
- Permitted Phases
- Detector Phase
- Switch Phase
- Minimum Initial (s)
- Minimum Split (s)
- Total Split (s)
- Total Split (%)
- Maximum Green (s)
- Yellow Time (s)
- All-Red Time (s)
- Lost Time Adjust (s)
- Total Lost Time (s)
- Lead/Lag
- Lead-Lag Optimize?
- Vehicle Extension (s)
- Recall Mode
- Walk Time (s)
- Flash Dont Walk (s)
- Pedestrian Calls (#/hr)
- Act Effct Green (s)
- Actuated g/C Ratio
- v/c Ratio
- Control Delay
- Queue Delay
- Total Delay
- LOS
- Approach Delay
- Approach LOS
- Queue Length 50th (ft)
- Queue Length 95th (ft)
- Internal Link Dist (ft)
- Turn Bay Length (ft)
- Base Capacity (vph)
- Starvation Cap Reductn
- Spillback Cap Reductn
- Storage Cap Reductn
- Reduced v/c Ratio

Intersection Summary

Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lanes, Volumes, Timings

FB B MIT Saturday Midday

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	465	291	13	7	325	27	888	0	38
Future Volume (vph)	0	0	0	465	291	13	7	325	27	888	0	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		385		0		230	0	
Storage Lanes	0		0	1		1		2		1	1	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.97	1.00	0.88	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt						0.850				0.850		0.979
Flt Protected				0.950	0.979			0.950				
Satd. Flow (prot)	0	0	0	1626	3352	1615	0	3468	1900	2842	1900	3528
Flt Permitted				0.950	0.979			0.950				
Satd. Flow (perm)	0	0	0	1626	3352	1615	0	3464	1900	2842	1900	3528
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						160						7
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			763				1039			371
Travel Time (s)		10.1			11.6				20.2			8.4
Confl. Peds. (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	541	338	15	8	378	31	1033	0	44
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	0	287	592	15	0	386	31	1033	0	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			24				36			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2	0	0	1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66	0	0	30
Trailing Detector (ft)				0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)				0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)				30	30	30	20	45	30	0	0	30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			













Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	6
Future Volume (vph)	6
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.86
Heavy Vehicles (%)	0%
Adj. Flow (vph)	7
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings

FB B MIT Saturday Midday

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA
Protected Phases				3	8		5	5	2			6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		6	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		10.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	17.0		17.0	17.0
Total Split (s)				39.0	39.0	39.0	19.0	19.0	36.0		17.0	17.0
Total Split (%)				52.0%	52.0%	52.0%	25.3%	25.3%	48.0%		22.7%	22.7%
Maximum Green (s)				32.0	32.0	32.0	12.0	12.0	29.0		10.0	10.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Lead/Lag							Lag	Lag			Lead	Lead
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		5.0	5.0
Recall Mode				None	None	None	None	None	None		None	None
Walk Time (s)					7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)					25.0	25.0			14.0		14.0	14.0
Pedestrian Calls (#/hr)					1	1			0		0	0
Act Effct Green (s)				24.6	24.6	24.6		12.2	20.5	60.5		11.0
Actuated g/C Ratio				0.41	0.41	0.41		0.20	0.34	1.00		0.18
v/c Ratio				0.43	0.43	0.02		0.55	0.05	0.36		0.08
Control Delay				16.5	14.8	0.1		29.2	14.5	0.4		25.3
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay				16.5	14.8	0.1		29.2	14.5	0.4		25.3
LOS				B	B	A		C	B	A		C
Approach Delay					15.1				8.4			25.3
Approach LOS					B				A			C
Queue Length 50th (ft)				98	101	0		86	9	0		9
Queue Length 95th (ft)				156	135	0		126	24	0		23
Internal Link Dist (ft)		586			683				959			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				1003	1636	1058		756	1001	2842		646
Starvation Cap Reductn				0	0	0		0	0	0		0
Spillback Cap Reductn				0	0	0		0	0	0		0
Storage Cap Reductn				0	0	0		0	0	0		0
Reduced v/c Ratio				0.29	0.36	0.01		0.51	0.03	0.36		0.08

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 60.5
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 11.2
 Intersection Capacity Utilization 42.2%
 Intersection LOS: B
 ICU Level of Service A



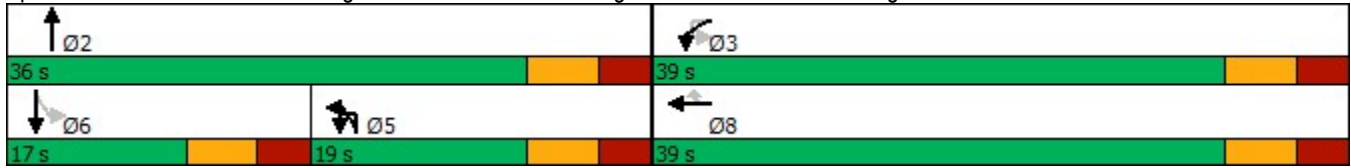
Lane Group SBR

- Turn Type
- Protected Phases
- Permitted Phases
- Detector Phase
- Switch Phase
- Minimum Initial (s)
- Minimum Split (s)
- Total Split (s)
- Total Split (%)
- Maximum Green (s)
- Yellow Time (s)
- All-Red Time (s)
- Lost Time Adjust (s)
- Total Lost Time (s)
- Lead/Lag
- Lead-Lag Optimize?
- Vehicle Extension (s)
- Recall Mode
- Walk Time (s)
- Flash Dont Walk (s)
- Pedestrian Calls (#/hr)
- Act Effct Green (s)
- Actuated g/C Ratio
- v/c Ratio
- Control Delay
- Queue Delay
- Total Delay
- LOS
- Approach Delay
- Approach LOS
- Queue Length 50th (ft)
- Queue Length 95th (ft)
- Internal Link Dist (ft)
- Turn Bay Length (ft)
- Base Capacity (vph)
- Starvation Cap Reductn
- Spillback Cap Reductn
- Storage Cap Reductn
- Reduced v/c Ratio

Intersection Summary

Analysis Period (min) 15

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

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









Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	17	46	1036	75	29	44	918	104	64	20	53	105
Future Volume (vph)	17	46	1036	75	29	44	918	104	64	20	53	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.95		0.99		0.98		0.98	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1634	5085	1507	0	1784	5085	1507	0	1682	1507	1685
Flt Permitted		0.950				0.950				0.772		0.701
Satd. Flow (perm)	0	1631	5085	1437	0	1762	5085	1484	0	1323	1487	1241
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		4		20		20		4	32		2	2
Confl. Bikes (#/hr)				1				1				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	2%	2%	0%	0%	2%	2%	0%	2%	0%	0%	0%
Adj. Flow (vph)	18	47	1068	77	30	45	946	107	66	21	55	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	1068	77	0	75	946	107	0	87	55	108
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	9	46
Future Volume (vph)	9	46
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.96
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1452
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		32
Confl. Bikes (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	9	47
Shared Lane Traffic (%)		
Lane Group Flow (vph)	9	47
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
17: California Ave/Hofstra Blvd & Hempstead Tpk

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Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	32.0	32.0	61.0	61.0	32.0	32.0	61.0	61.0	47.0	47.0	47.0	47.0
Total Split (%)	22.9%	22.9%	43.6%	43.6%	22.9%	22.9%	43.6%	43.6%	33.6%	33.6%	33.6%	33.6%
Maximum Green (s)	26.0	26.0	53.0	53.0	26.0	26.0	53.0	53.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									7	7	7	1
Act Effct Green (s)		10.6	87.1	87.1		10.6	89.7	89.7		20.3	20.3	20.3
Actuated g/C Ratio		0.08	0.62	0.62		0.08	0.64	0.64		0.14	0.14	0.14
v/c Ratio		0.53	0.34	0.09		0.56	0.29	0.11		0.45	0.26	0.60
Control Delay		67.6	17.0	19.1		69.2	17.2	17.8		59.4	52.1	67.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		67.6	17.0	19.1		69.2	17.2	17.8		59.4	52.1	67.5
LOS		E	B	B		E	B	B		E	D	E
Approach Delay			19.9				20.7			56.6		
Approach LOS			B				C			E		
Queue Length 50th (ft)		62	91	18		73	129	40		75	46	96
Queue Length 95th (ft)		m106	302	91		123	158	69		111	75	135
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		303	3163	893		331	3257	951		368	414	345
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.21	0.34	0.09		0.23	0.29	0.11		0.24	0.13	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	47.0	47.0
Total Split (%)	33.6%	33.6%
Maximum Green (s)	39.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	20.3	20.3
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.04	0.22
Control Delay	44.7	51.0
Queue Delay	0.0	0.0
Total Delay	44.7	51.0
LOS	D	D
Approach Delay	61.5	
Approach LOS	E	
Queue Length 50th (ft)	7	39
Queue Length 95th (ft)	21	66
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	493	404
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.02	0.12
Intersection Summary		







Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

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Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 24.8
 Intersection Capacity Utilization 90.1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 61 s	 Ø4 47 s
 Ø5 32 s	 Ø6 (R) 61 s	 Ø8 47 s

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke













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Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	146	1060	7	4	7	905	128	7	15	17	93	4
Future Volume (vph)	146	1060	7	4	7	905	128	7	15	17	93	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0	125	
Storage Lanes	2		1		1		1	0		0	1	
Taper Length (ft)	135				85			0			65	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95
Ped Bike Factor	1.00		0.98		1.00		0.97		1.00			0.98
Fr			0.850				0.850		0.941			0.858
Flt Protected	0.950				0.950				0.992		0.950	
Satd. Flow (prot)	3213	3505	1417	0	1805	3539	1553	0	1774	0	3502	1496
Flt Permitted	0.950				0.950				0.923		0.950	
Satd. Flow (perm)	3200	3505	1383	0	1799	3539	1512	0	1649	0	3502	1496
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							136					
Link Speed (mph)		40				40			30			40
Link Distance (ft)		498				580			260			400
Travel Time (s)		8.5				9.9			5.9			6.8
Confl. Peds. (#/hr)	11		3		3		11	5				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	9%	3%	14%	0%	0%	2%	4%	0%	0%	0%	0%	0%
Adj. Flow (vph)	155	1128	7	4	7	963	136	7	16	18	99	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	1128	7	0	11	963	136	0	41	0	99	71
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		44				56			0			40
Link Offset(ft)		11				0			-5			-15
Crosswalk Width(ft)		48				30			30			30
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2
Detector Template		Thru	Right	Left		Thru	Right	Left				
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35		35	35
Detector 2 Size(ft)	20	6			20	6			20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0

Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	128	
Future Volume (vph)	128	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1504	
Flt Permitted		
Satd. Flow (perm)	1504	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	5	
Peak Hour Factor	0.94	
Heavy Vehicles (%)	2%	
Adj. Flow (vph)	136	
Shared Lane Traffic (%)	49%	
Lane Group Flow (vph)	69	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B MIT Saturday Midday
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	58.0	58.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	14.3%	41.4%	41.4%	14.3%	14.3%			15.0%	15.0%		29.3%	29.3%
Maximum Green (s)	13.0	51.0	51.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											4	4
Act Effct Green (s)	11.1	80.6	80.6		11.1	80.5	102.4		7.9		14.8	14.8
Actuated g/C Ratio	0.08	0.58	0.58		0.08	0.58	0.73		0.06		0.11	0.11
v/c Ratio	0.61	0.56	0.01		0.08	0.47	0.12		0.44		0.27	0.45
Control Delay	72.4	23.4	20.9		44.6	12.2	4.8		77.6		56.6	64.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	72.4	23.4	20.9		44.6	12.2	4.8		77.6		56.6	64.7
LOS	E	C	C		D	B	A		E		E	E
Approach Delay		29.3				11.6			77.6			61.1
Approach LOS		C				B			E			E
Queue Length 50th (ft)	71	324	3		9	150	22		37		44	67
Queue Length 95th (ft)	107	582	15		32	302	69		76		61	101
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	305	2016	795		167	2084	1297		164		850	363
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0	0	0		0		0	0
Reduced v/c Ratio	0.51	0.56	0.01		0.07	0.46	0.10		0.25		0.12	0.20

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 23 (16%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 25.5
 Intersection LOS: C

Lane Group	SBR	Ø2
Turn Type	Prot	
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	38.0
Total Split (%)	29.3%	27%
Maximum Green (s)	34.0	31.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	4	0
Act Effct Green (s)	14.8	
Actuated g/C Ratio	0.11	
v/c Ratio	0.43	
Control Delay	63.9	
Queue Delay	0.0	
Total Delay	63.9	
LOS	E	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	65	
Queue Length 95th (ft)	98	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	365	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.19	
Intersection Summary		

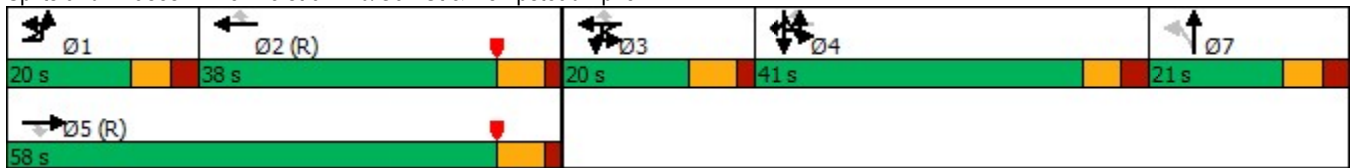
Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B MIT Saturday Midday
 05/28/2024

Intersection Capacity Utilization 68.6%
 Analysis Period (min) 15















ICU Level of Service C

Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke



Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr

FB B MIT Saturday MIDDAY
05/28/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	279	352	213	1096	918	195
Future Volume (vph)	279	352	213	1096	918	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.974	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1787	3505	3385	0
Flt Permitted	0.950		0.165			
Satd. Flow (perm)	3351	1599	310	3505	3385	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		52			41	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	3%	4%	2%
Adj. Flow (vph)	291	367	222	1142	956	203
Shared Lane Traffic (%)						
Lane Group Flow (vph)	291	367	222	1142	1159	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

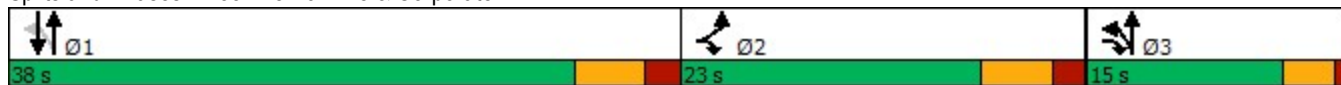
Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	23.0		15.0		38.0	
Total Split (%)	30.3%		19.7%		50.0%	
Maximum Green (s)	17.0		11.0		32.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	13.8	29.1	37.6	39.6	24.3	
Actuated g/C Ratio	0.21	0.44	0.57	0.60	0.37	
v/c Ratio	0.41	0.50	0.52	0.54	0.91	
Control Delay	25.3	15.0	12.4	9.0	30.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.3	15.0	12.4	9.0	30.2	
LOS	C	B	B	A	C	
Approach Delay	19.5			9.6	30.2	
Approach LOS	B			A	C	
Queue Length 50th (ft)	53	87	36	137	229	
Queue Length 95th (ft)	95	183	89	190	316	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	888	712	430	2569	1710	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.33	0.52	0.52	0.44	0.68	

Intersection Summary








Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 65.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 19.2
 Intersection Capacity Utilization 64.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 55: Merrick Ave & Corporate Dr










Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd

FB B MIT Saturday Middy
05/28/2024

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	887	0	67	739	768	0	329
Future Volume (vph)	887	0	67	739	768	0	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		400		0	0
Storage Lanes		2		1		0	2
Taper Length (ft)				100		0	
Lane Util. Factor	0.86	1.00	0.91	0.97	0.91	1.00	0.88
Flt							0.850
Flt Protected				0.950			
Satd. Flow (prot)	6408	1863	0	3433	5136	0	2842
Flt Permitted				0.950			
Satd. Flow (perm)	6408	1863	0	3433	5136	0	2842
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)							672
Link Speed (mph)	30				50	30	
Link Distance (ft)	763				646	343	
Travel Time (s)	17.3				8.8	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%	0%
Adj. Flow (vph)	964	0	73	803	835	0	358
Shared Lane Traffic (%)							
Lane Group Flow (vph)	964	0	0	876	835	0	358
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	R NA
Median Width(ft)	30				40	4	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15		15	9
Number of Detectors	2	1	1	1	2		1
Detector Template	Thru	Right	Left	Left	Thru		Right
Leading Detector (ft)	100	20	20	20	100		20
Trailing Detector (ft)	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0		0
Detector 1 Size(ft)	6	20	20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)	94				94		
Detector 2 Size(ft)	6				6		
Detector 2 Type	Cl+Ex				Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0		
Turn Type	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	6	6	5	5	2		4

Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd

FB B MIT Saturday Midday
05/28/2024

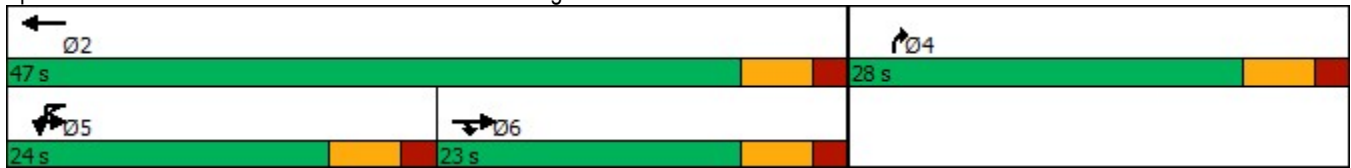
Lane Group							
	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Permitted Phases							
Detector Phase	6	6	5	5	2		4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5	11.0	11.0	22.5		28.0
Total Split (s)	23.0	23.0	24.0	24.0	47.0		28.0
Total Split (%)	30.7%	30.7%	32.0%	32.0%	62.7%		37.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	41.0		22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	Min		None
Walk Time (s)							7.0
Flash Dont Walk (s)							15.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	15.7			18.0	39.8		5.5
Actuated g/C Ratio	0.27			0.31	0.69		0.10
v/c Ratio	0.55			0.81	0.23		0.41
Control Delay	19.0			26.2	3.4		1.4
Queue Delay	0.0			0.0	0.0		0.0
Total Delay	19.0			26.2	3.4		1.4
LOS	B			C	A		A
Approach Delay	19.0				15.1	1.4	
Approach LOS	B				B	A	
Queue Length 50th (ft)	81			145	29		0
Queue Length 95th (ft)	109			#235	40		0
Internal Link Dist (ft)	683				566	263	
Turn Bay Length (ft)				400			
Base Capacity (vph)	1903			1079	3679		1506
Starvation Cap Reductn	0			0	0		0
Spillback Cap Reductn	0			0	0		0
Storage Cap Reductn	0			0	0		0
Reduced v/c Ratio	0.51			0.81	0.23		0.24

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 57.3
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 14.7
 Intersection Capacity Utilization 62.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 360: Sands Ave & Charles Lindbergh Blvd





N-4 2030 Build with Mitigation

N-4.5 Saturday Evening peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



Lanes, Volumes, Timings

2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	16	20	1298	68	26	1309	487	31	12	20	285	8
Future Volume (vph)	16	20	1298	68	26	1309	487	31	12	20	285	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	12	13	13	12	12	10	10
Storage Length (ft)		275		225	500		275	475		0	250	
Storage Lanes		2		1	2		1	1		1	1	
Taper Length (ft)		75			195			80			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00
Frt				0.850			0.850		0.955	0.850		0.902
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	2172	5187	1669	3385	5136	1669	3618	1698	1461	3268	1600
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	2172	5187	1669	3385	5136	1669	3618	1698	1461	3268	1600
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				203			313					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			308
Travel Time (s)			5.6			9.0			11.0			7.0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	100%	0%	0%	0%	1%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	19	24	1564	82	31	1577	587	37	14	24	343	10
Shared Lane Traffic (%)										25%		
Lane Group Flow (vph)	0	43	1564	82	31	1577	587	37	20	18	343	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			36			36			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			50			16			56			30
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.00	0.96	0.96	1.00	1.00	1.09	1.09
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2	1	2	2	1	2	2	2	2	2
Detector Template	Left			Right			Right					
Leading Detector (ft)	20	50	156	6	50	156	6	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	6	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150		30	150		30	30	30	30	30
Detector 2 Size(ft)		20	6		20	6		20	20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	Free	Split	NA	pt+ov	Split	NA

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	16
Future Volume (vph)	16
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frnt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.83
Heavy Vehicles (%)	0%
Adj. Flow (vph)	19
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings
 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

FB B MIT Saturday Evening
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	5	2		1	6		3	3	3 1	4	4
Permitted Phases				Free			Free					
Detector Phase	5	5	2		1	6		3	3	3 1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	17.0		15.0	15.0		51.0	51.0
Total Split (s)	13.0	13.0	58.0		16.0	61.0		15.0	15.0		51.0	51.0
Total Split (%)	9.3%	9.3%	41.4%		11.4%	43.6%		10.7%	10.7%		36.4%	36.4%
Maximum Green (s)	7.0	7.0	51.0		10.0	54.0		7.0	7.0		43.0	43.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lead		Lag	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
Walk Time (s)			7.0			7.0					7.0	7.0
Flash Dont Walk (s)			30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)			0			0					0	0
Act Effct Green (s)		6.6	79.3	140.0	10.0	81.7	140.0	7.7	7.7	15.7	20.2	20.2
Actuated g/C Ratio		0.05	0.57	1.00	0.07	0.58	1.00	0.06	0.06	0.11	0.14	0.14
v/c Ratio		0.42	0.53	0.05	0.13	0.53	0.35	0.19	0.22	0.11	0.73	0.13
Control Delay		65.4	6.9	0.0	62.3	20.4	0.6	65.0	68.4	33.1	66.4	51.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		65.4	6.9	0.0	62.3	20.4	0.6	65.0	68.4	33.1	66.4	51.7
LOS		E	A	A	E	C	A	E	E	C	E	D
Approach Delay			8.1			15.7			58.2			65.2
Approach LOS			A			B			E			E
Queue Length 50th (ft)		21	57	0	13	331	0	17	18	11	156	23
Queue Length 95th (ft)		40	221	0	28	377	0	32	44	25	183	48
Internal Link Dist (ft)			333			577			566			228
Turn Bay Length (ft)		275		225	500		275	475			250	
Base Capacity (vph)		108	2938	1669	241	2997	1669	198	93	163	1003	491
Starvation Cap Reductn		0	115	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.40	0.55	0.05	0.13	0.53	0.35	0.19	0.22	0.11	0.34	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 64 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 17.7
 Intersection Capacity Utilization 58.2%
 Intersection LOS: B
 ICU Level of Service B



Lane Group SBR

- Protected Phases
- Permitted Phases
- Detector Phase
- Switch Phase
- Minimum Initial (s)
- Minimum Split (s)
- Total Split (s)
- Total Split (%)
- Maximum Green (s)
- Yellow Time (s)
- All-Red Time (s)
- Lost Time Adjust (s)
- Total Lost Time (s)
- Lead/Lag
- Lead-Lag Optimize?
- Vehicle Extension (s)
- Recall Mode
- Walk Time (s)
- Flash Dont Walk (s)
- Pedestrian Calls (#/hr)
- Act Effct Green (s)
- Actuated g/C Ratio
- v/c Ratio
- Control Delay
- Queue Delay
- Total Delay
- LOS
- Approach Delay
- Approach LOS
- Queue Length 50th (ft)
- Queue Length 95th (ft)
- Internal Link Dist (ft)
- Turn Bay Length (ft)
- Base Capacity (vph)
- Starvation Cap Reductn
- Spillback Cap Reductn
- Storage Cap Reductn
- Reduced v/c Ratio

Intersection Summary

Analysis Period (min) 15

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

→ Ø2 (R)	↖ Ø1	↗ Ø4	↖ ↗ Ø3
58 s	16 s	51 s	15 s
← Ø6 (R)	↘ Ø5		
61 s	13 s		

Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

FB B MIT Saturday Evening
05/28/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	1	1348	52	3	71	1298	44	52	
Future Volume (vph)	1	1348	52	3	71	1298	44	52	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Frt		0.994					0.927		
Flt Protected					0.950		0.978		
Satd. Flow (prot)	0	5107	0	0	1805	6471	1895	0	
Flt Permitted		0.939			0.950		0.978		
Satd. Flow (perm)	0	4795	0	0	1805	6471	1895	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		7					36		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%	
Adj. Flow (vph)	1	1449	56	3	76	1396	47	56	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1506	0	0	79	1396	103	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		custom	Prot	NA	Prot		

Lanes, Volumes, Timings
3: Cunningham Ave & Hempstead Tpke

FB B MIT Saturday Evening
05/28/2024

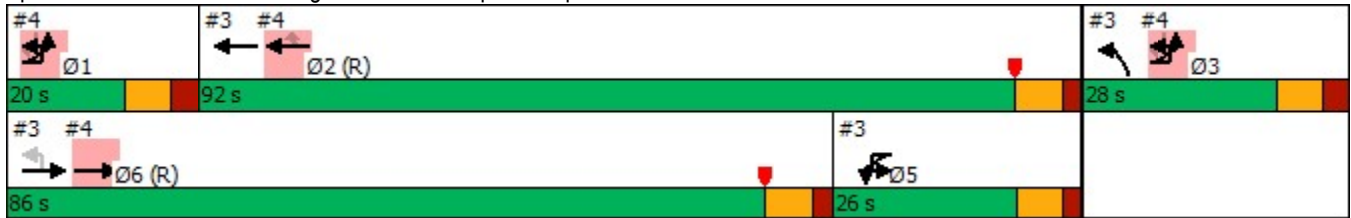
									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Protected Phases		6		5	5	2	3		1
Permitted Phases	6			5					
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		4.7	4.7	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	86.0	86.0		26.0	26.0	92.0	28.0		20.0
Total Split (%)	61.4%	61.4%		18.6%	18.6%	65.7%	20.0%		14%
Maximum Green (s)	79.0	79.0		19.3	19.3	85.0	20.3		12.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lead	Lead		Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						0	0		
Act Effct Green (s)		88.6			19.3	96.9	10.7		
Actuated g/C Ratio		0.63			0.14	0.69	0.08		
v/c Ratio		0.50			0.32	0.31	0.58		
Control Delay		0.6			51.9	2.1	52.8		
Queue Delay		0.0			0.0	0.0	0.0		
Total Delay		0.6			51.9	2.1	52.8		
LOS		A			D	A	D		
Approach Delay		0.6				4.8	52.8		
Approach LOS		A				A	D		
Queue Length 50th (ft)		1			74	13	60		
Queue Length 95th (ft)		0			134	14	119		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3036			248	4478	305		
Starvation Cap Reductn		22			0	0	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.50			0.32	0.31	0.34		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 66 (47%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 4.4
 Intersection Capacity Utilization 69.9%
 Intersection LOS: A
 ICU Level of Service C













Analysis Period (min) 15

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B MIT Saturday Evening
05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	26	1399	1062	279	0	42			
Future Volume (vph)	11	26	1399	1062	279	0	42			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Flt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5136	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3502	5136	5136	1669	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	0%			
Adj. Flow (vph)	13	30	1590	1207	317	0	48			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	43	1590	1207	317	0	48			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			

Lanes, Volumes, Timings
4: Hempstead Tpke & MSK Entrance

FB B MIT Saturday Evening
05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø5
Protected Phases	1 3	1 3	6	2				1	3	5
Permitted Phases					2		1 3			
Detector Phase	1 3	1 3	6	2	2		1 3			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	4.7
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			86.0	92.0	92.0			20.0	28.0	26.0
Total Split (%)			61.4%	65.7%	65.7%			14%	20%	19%
Maximum Green (s)			79.0	85.0	85.0			12.3	20.3	19.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lead	Lag	Lag			Lead		Lag
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				0	0				0	
Act Effct Green (s)		28.4	88.6	96.9	96.9		28.4			
Actuated g/C Ratio		0.20	0.63	0.69	0.69		0.20			
v/c Ratio		0.06	0.49	0.34	0.27		0.08			
Control Delay		58.8	5.0	1.3	1.6		44.3			
Queue Delay		0.0	0.0	0.1	0.5		0.0			
Total Delay		58.8	5.0	1.4	2.1		44.3			
LOS		E	A	A	A		D			
Approach Delay			6.4	1.6		44.3				
Approach LOS			A	A		D				
Queue Length 50th (ft)		17	75	16	11		20			
Queue Length 95th (ft)		m30	82	20	17		38			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		754	3250	3554	1155		632			
Starvation Cap Reductn		0	0	1123	466		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.06	0.49	0.50	0.46		0.08			

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 66 (47%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 4.7
 Intersection Capacity Utilization 47.6%
 Intersection LOS: A
 ICU Level of Service A

Lanes, Volumes, Timings
 4: Hempstead Tpke & MSK Entrance

Analysis Period (min) 15























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

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lanes, Volumes, Timings
5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

FB B MIT Saturday Evening
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	118	632	65	45	183	785	103	69	158	105	563	215
Future Volume (vph)	118	632	65	45	183	785	103	69	158	105	563	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	10	12	12	12	11	11	12	12	11	11
Storage Length (ft)	245		205		155		300	75		160	500	
Storage Lanes	2		1		2		1	1		0	1	
Taper Length (ft)	215				140			115			70	
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.97	0.91
Ped Bike Factor			0.98		1.00			0.99	1.00			1.00
Frt			0.850				0.850		0.942			0.983
Flt Protected	0.950				0.950			0.950	0.999		0.950	
Satd. Flow (prot)	3236	5136	1507	0	3502	5136	1531	1542	3233	0	3351	3218
Flt Permitted	0.950				0.950			0.950	0.999		0.950	
Satd. Flow (perm)	3236	5136	1483	0	3492	5136	1531	1533	3232	0	3351	3218
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							265					
Link Speed (mph)		50				50			30			35
Link Distance (ft)		1582				1065			403			1000
Travel Time (s)		21.6				14.5			9.2			19.5
Confl. Peds. (#/hr)			4		4			8				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	2%	3%	1%	0%	1%	2%
Adj. Flow (vph)	131	702	72	50	203	872	114	77	176	117	626	239
Shared Lane Traffic (%)								10%				
Lane Group Flow (vph)	131	702	72	0	253	872	114	69	301	0	626	270
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		24				24			28			23
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		32				32			16			32
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	2	2		2	2
Detector Template			Right	Left			Right					
Leading Detector (ft)	50	156	6	20	50	156	6	50	50		50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	30	150			30	150		30	30		30	30
Detector 2 Size(ft)	20	6			20	6		20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												













Lanes, Volumes, Timings
 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

FB B MIT Saturday Evening
 05/28/2024

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	134
Future Volume (vph)	134
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	500
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1407
Flt Permitted	
Satd. Flow (perm)	1407
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	8
Peak Hour Factor	0.90
Heavy Vehicles (%)	1%
Adj. Flow (vph)	149
Shared Lane Traffic (%)	21%
Lane Group Flow (vph)	118
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	2
Detector Template	
Leading Detector (ft)	50
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	30
Detector 2 Size(ft)	20
Detector 2 Type	Cl+Ex
Detector 2 Channel	

Lanes, Volumes, Timings
5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

FB B MIT Saturday Evening
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split	NA
Protected Phases	1	6		5	5	2		4	4		3	3
Permitted Phases			6				Free					
Detector Phase	1	6	6	5	5	2		4	4		3	3
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0	27.0		15.0	15.0		15.0	15.0
Total Split (s)	19.0	38.0	38.0	24.0	24.0	43.0		31.0	31.0		47.0	47.0
Total Split (%)	13.6%	27.1%	27.1%	17.1%	17.1%	30.7%		22.1%	22.1%		33.6%	33.6%
Maximum Green (s)	12.0	31.0	31.0	17.0	17.0	36.0		23.0	23.0		39.0	39.0
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0	4.0
Recall Mode	None	C-Max	C-Max	None	None	C-Max		None	None		None	None
Walk Time (s)		7.0	7.0			7.0					7.0	7.0
Flash Dont Walk (s)		30.0	30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)		3	3			0					0	0
Act Effct Green (s)	9.8	39.6	39.6		17.0	46.8	140.0	19.0	19.0		34.4	34.4
Actuated g/C Ratio	0.07	0.28	0.28		0.12	0.33	1.00	0.14	0.14		0.25	0.25
v/c Ratio	0.58	0.48	0.17		0.60	0.51	0.07	0.33	0.69		0.76	0.34
Control Delay	92.4	30.7	29.3		46.5	22.7	0.1	58.2	65.8		55.2	44.0
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	92.4	30.7	29.3		46.5	22.7	0.1	58.2	65.8		55.2	44.0
LOS	F	C	C		D	C	A	E	E		E	D
Approach Delay		39.5				25.5			64.4			51.0
Approach LOS		D				C			E			D
Queue Length 50th (ft)	65	150	41		115	186	0	63	145		272	110
Queue Length 95th (ft)	101	123	51		154	236	0	114	193		329	149
Internal Link Dist (ft)		1502				985			323			920
Turn Bay Length (ft)	245		205		155		300	75			500	
Base Capacity (vph)	277	1452	419		425	1716	1531	253	531		933	896
Starvation Cap Reductn	0	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	0.47	0.48	0.17		0.60	0.51	0.07	0.27	0.57		0.67	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 46 (33%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76

Lane Group	SBR
Detector 2 Extend (s)	0.0
Turn Type	Prot
Protected Phases	3
Permitted Phases	
Detector Phase	3
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	15.0
Total Split (s)	47.0
Total Split (%)	33.6%
Maximum Green (s)	39.0
Yellow Time (s)	5.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	8.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	4.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	36.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	34.4
Actuated g/C Ratio	0.25
v/c Ratio	0.34
Control Delay	45.4
Queue Delay	0.0
Total Delay	45.4
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	96
Queue Length 95th (ft)	157
Internal Link Dist (ft)	
Turn Bay Length (ft)	500
Base Capacity (vph)	391
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.30
Intersection Summary	

Intersection Signal Delay: 40.5

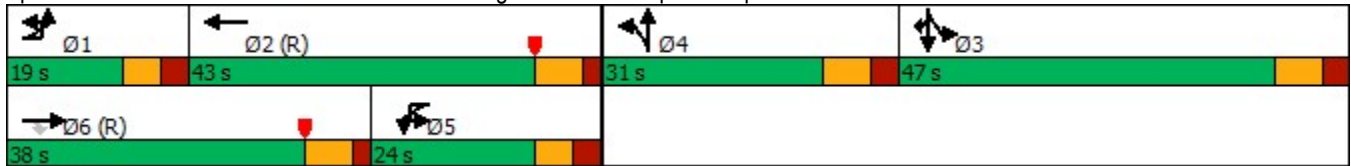
Intersection LOS: D

Intersection Capacity Utilization 89.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke
























Lanes, Volumes, Timings

FB B MIT Saturday Evening

7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	127	32	225	103	0	552	0	578	56	6	114	338
Future Volume (vph)	127	32	225	103	0	552	0	578	56	6	114	338
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	3		1	1		1	0		0		2	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.94	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	1.00	1.00	0.95
Ped Bike Factor			0.99	0.99				1.00				
Frt			0.850			0.850		0.987				
Flt Protected	0.950			0.950						0.950	0.950	
Satd. Flow (prot)	5040	1900	1615	1805	0	2842	0	6385	0	1805	1805	3574
Flt Permitted	0.950			0.950						0.302	0.302	
Satd. Flow (perm)	5040	1900	1593	1791	0	2842	0	6385	0	574	574	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			288			520		26				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			467			581				476
Travel Time (s)		15.0			10.6			11.3				9.3
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%	0%	1%
Adj. Flow (vph)	163	41	288	132	0	708	0	741	72	8	146	433
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	41	288	132	0	708	0	813	0	8	146	433
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		36			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group SBR













Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings

FB B MIT Saturday Evening

7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	Split	NA	Free	Prot		Prot		NA		pm+pt	pm+pt	NA
Protected Phases	4	4		3		3		2		1	1	6
Permitted Phases			Free							6	6	
Detector Phase	4	4		3		3		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	32.0	32.0		14.0		14.0		30.0		9.0	9.0	30.0
Total Split (s)	28.0	28.0		18.0		18.0		30.0		9.0	9.0	39.0
Total Split (%)	32.9%	32.9%		21.2%		21.2%		35.3%		10.6%	10.6%	45.9%
Maximum Green (s)	22.0	22.0		12.0		12.0		24.0		3.0	3.0	33.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead		Lead		Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)								6.0				6.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								1				0
Act Effct Green (s)	10.1	10.1	69.4	10.9		10.9		21.3		30.4	30.4	30.4
Actuated g/C Ratio	0.15	0.15	1.00	0.16		0.16		0.31		0.44	0.44	0.44
v/c Ratio	0.22	0.15	0.18	0.46		0.80		0.41		0.03	0.48	0.28
Control Delay	27.8	28.6	0.2	32.8		15.9		19.2		11.8	22.2	13.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Total Delay	27.8	28.6	0.2	32.8		15.9		19.2		11.8	22.2	13.2
LOS	C	C	A	C		B		B		B	C	B
Approach Delay		11.8			18.5			19.2				15.4
Approach LOS		B			B			B				B
Queue Length 50th (ft)	21	16	0	50		40		77		2	38	61
Queue Length 95th (ft)	35	37	0	90		65		87		8	60	76
Internal Link Dist (ft)		908			387			501				396
Turn Bay Length (ft)			700			200				140	140	
Base Capacity (vph)	1600	603	1593	312		922		2229		304	304	1702
Starvation Cap Reductn	0	0	0	0		0		0		0	0	0
Spillback Cap Reductn	0	0	0	0		0		0		0	0	0
Storage Cap Reductn	0	0	0	0		0		0		0	0	0
Reduced v/c Ratio	0.10	0.07	0.18	0.42		0.77		0.36		0.03	0.48	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 69.4
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 16.8
 Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

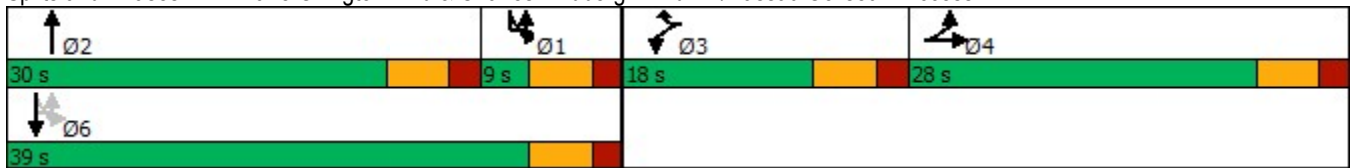
Intersection Summary

Intersection Capacity Utilization 67.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lanes, Volumes, Timings

FB B MIT Saturday Evening

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	446	175	1	8	212	6	1037	0	3
Future Volume (vph)	0	0	0	446	175	1	8	212	6	1037	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		385		0		230	0	
Storage Lanes	0		0	1		1		2		1	1	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.97	1.00	0.88	1.00	0.95
Ped Bike Factor						0.98		1.00				0.99
Frt						0.850				0.850		0.910
Flt Protected				0.950	0.973			0.950				
Satd. Flow (prot)	0	0	0	1626	3317	1615	0	3468	1900	2842	1900	3259
Flt Permitted				0.950	0.973			0.950				
Satd. Flow (perm)	0	0	0	1626	3317	1578	0	3464	1900	2842	1900	3259
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						141						415
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			753				564			371
Travel Time (s)		10.1			11.4				11.0			8.4
Confl. Peds. (#/hr)								1				
Confl. Bikes (#/hr)						3						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	537	211	1	10	255	7	1249	0	4
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	268	480	1	0	265	7	1249	0	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			24				36			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2	0	0	1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66	0	0	30
Trailing Detector (ft)				0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)				0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)				30	30	30	20	45	30	0	0	30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												













Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.83
Heavy Vehicles (%)	0%
Adj. Flow (vph)	6
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings

FB B MIT Saturday Evening

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA
Protected Phases				3	8		5	5	2			6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		6	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		10.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	28.0		28.0	28.0
Total Split (s)				39.0	39.0	39.0	18.0	18.0	46.0		28.0	28.0
Total Split (%)				45.9%	45.9%	45.9%	21.2%	21.2%	54.1%		32.9%	32.9%
Maximum Green (s)				32.0	32.0	32.0	11.0	11.0	39.0		21.0	21.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Lead/Lag							Lag	Lag			Lead	Lead
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		5.0	5.0
Recall Mode				None	None	None	None	None	None		None	None
Walk Time (s)					7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)					25.0	25.0			14.0		14.0	14.0
Pedestrian Calls (#/hr)					0	0			0		0	0
Act Effct Green (s)				18.9	18.9	18.9		11.0	13.2	47.0		10.6
Actuated g/C Ratio				0.40	0.40	0.40		0.23	0.28	1.00		0.23
v/c Ratio				0.41	0.36	0.00		0.33	0.01	0.44		0.01
Control Delay				13.0	11.1	0.0		19.2	13.3	0.5		0.0
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay				13.0	11.1	0.0		19.2	13.3	0.5		0.0
LOS				B	B	A		B	B	A		A
Approach Delay					11.8				3.8			
Approach LOS					B				A			
Queue Length 50th (ft)				45	39	0		24	1	0		0
Queue Length 95th (ft)				135	102	0		86	9	0		0
Internal Link Dist (ft)		586			673				484			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				1292	1822	1283		861	1674	2842		1764
Starvation Cap Reductn				0	0	0		0	0	0		0
Spillback Cap Reductn				0	0	0		0	0	0		0
Storage Cap Reductn				0	0	0		0	0	0		0
Reduced v/c Ratio				0.21	0.26	0.00		0.31	0.00	0.44		0.01

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 47
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 6.4
 Intersection LOS: A



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

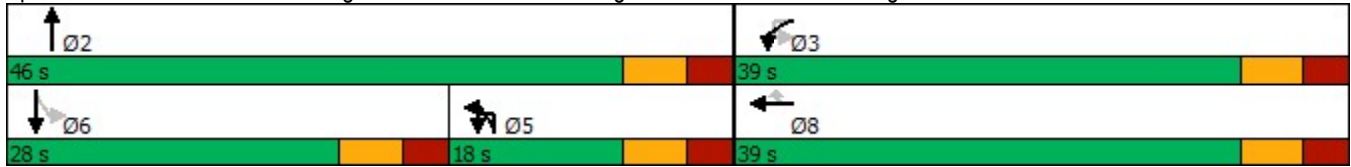
Intersection Summary

Intersection Capacity Utilization 37.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B MIT Saturday Evening
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	16	680	60	16	27	883	63	34	10	38	81
Future Volume (vph)	6	16	680	60	16	27	883	63	34	10	38	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.98		1.00				1.00	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1685	5136	1507	0	1805	5085	1478	0	1669	1507	1685
Flt Permitted		0.950				0.950				0.763		0.725
Satd. Flow (perm)	0	1685	5136	1476	0	1803	5085	1478	0	1317	1488	1285
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)				1		1			7		1	1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	7	18	756	67	18	30	981	70	38	11	42	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	756	67	0	48	981	70	0	49	42	90
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	15	26
Future Volume (vph)	15	26
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1480
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	17	29
Shared Lane Traffic (%)		
Lane Group Flow (vph)	17	29
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B MIT Saturday Evening
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	21.0	21.0	70.0	70.0	25.0	25.0	74.0	74.0	45.0	45.0	45.0	45.0
Total Split (%)	15.0%	15.0%	50.0%	50.0%	17.9%	17.9%	52.9%	52.9%	32.1%	32.1%	32.1%	32.1%
Maximum Green (s)	15.0	15.0	62.0	62.0	19.0	19.0	66.0	66.0	37.0	37.0	37.0	37.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									0	0	0	0
Act Effct Green (s)		7.7	96.7	96.7		8.7	100.3	100.3		15.2	15.2	15.2
Actuated g/C Ratio		0.06	0.69	0.69		0.06	0.72	0.72		0.11	0.11	0.11
v/c Ratio		0.27	0.21	0.07		0.43	0.27	0.07		0.35	0.26	0.65
Control Delay		61.5	13.0	14.3		73.0	3.4	3.5		62.5	59.1	79.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		61.5	13.0	14.3		73.0	3.4	3.5		62.5	59.1	79.6
LOS		E	B	B		E	A	A		E	E	E
Approach Delay			14.6				6.5			60.9		
Approach LOS			B				A			E		
Queue Length 50th (ft)		23	80	18		46	36	7		42	36	80
Queue Length 95th (ft)		53	240	82		m89	63	17		81	71	134
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		180	3547	1019		244	3642	1058		348	393	339
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.14	0.21	0.07		0.20	0.27	0.07		0.14	0.11	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 91 (65%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

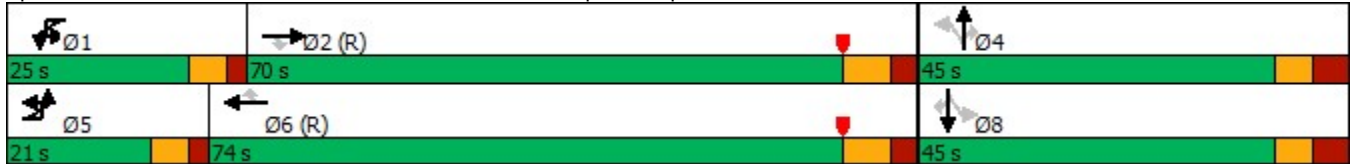
Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	32.1%	32.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	15.2	15.2
Actuated g/C Ratio	0.11	0.11
v/c Ratio	0.09	0.18
Control Delay	54.2	56.8
Queue Delay	0.0	0.0
Total Delay	54.2	56.8
LOS	D	E
Approach Delay	71.6	
Approach LOS	E	
Queue Length 50th (ft)	14	24
Queue Length 95th (ft)	37	55
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	468	391
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.04	0.07
Intersection Summary		

Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

FB B MIT Saturday Evening
 05/28/2024

Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 16.0
 Intersection Capacity Utilization 68.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: California Ave/Hofstra Blvd & Hempstead Tpke



Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B MIT Saturday Evening
05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	84	688	2	6	1	848	94	1	3	0	69
Future Volume (vph)	3	84	688	2	6	1	848	94	1	3	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.99		1.00		
Frt				0.850				0.850				
Flt Protected		0.950				0.950				0.988		0.950
Satd. Flow (prot)	0	3165	3574	1615	0	1805	3574	1553	0	1877	0	3502
Flt Permitted		0.950				0.950						0.950
Satd. Flow (perm)	0	3164	3574	1615	0	1805	3574	1532	0	1898	0	3502
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								101				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		1						1	4			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	11%	1%	0%	0%	0%	1%	4%	0%	0%	0%	0%
Adj. Flow (vph)	3	90	740	2	6	1	912	101	1	3	0	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	740	2	0	7	912	101	0	4	0	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0			0.0		0.0

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

	↓	↙	
Lane Group	SBT	SBR	Ø2
Lane Configurations	P	P	
Traffic Volume (vph)	2	130	
Future Volume (vph)	2	130	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.98		
Frt	0.854	0.850	
Flt Protected			
Satd. Flow (prot)	1489	1504	
Flt Permitted			
Satd. Flow (perm)	1489	1504	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		4	
Peak Hour Factor	0.93	0.93	
Heavy Vehicles (%)	0%	2%	
Adj. Flow (vph)	2	140	
Shared Lane Traffic (%)		49%	
Lane Group Flow (vph)	71	71	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

Lanes, Volumes, Timings
18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B MIT Saturday Evening
05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	84.0	84.0	14.0	14.0			14.0	14.0		28.0
Total Split (%)	14.3%	14.3%	60.0%	60.0%	10.0%	10.0%			10.0%	10.0%		20.0%
Maximum Green (s)	13.0	13.0	77.0	77.0	7.0	7.0			7.0	7.0		21.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												0
Act Effct Green (s)		8.5	98.2	98.2		7.0	96.6	114.9		5.2		11.3
Actuated g/C Ratio		0.06	0.70	0.70		0.05	0.69	0.82		0.04		0.08
v/c Ratio		0.48	0.30	0.00		0.08	0.37	0.08		0.06		0.26
Control Delay		71.6	9.1	9.0		63.9	6.7	1.4		66.5		61.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		71.6	9.1	9.0		63.9	6.7	1.4		66.5		61.5
LOS		E	A	A		E	A	A		E		E
Approach Delay			16.1				6.5			66.5		
Approach LOS			B				A			E		
Queue Length 50th (ft)		42	113	1		7	7	0		4		33
Queue Length 95th (ft)		72	214	5		m20	395	41		17		57
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		293	2505	1132		90	2467	1374		94		525
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.32	0.30	0.00		0.08	0.37	0.07		0.04		0.14

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 20 (14%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 17.5
 Intersection LOS: B

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke







	↓	↙	
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Prot	
Protected Phases	4	4	2
Permitted Phases			
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	28.0	28.0	64.0
Total Split (%)	20.0%	20.0%	46%
Maximum Green (s)	21.0	21.0	57.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	11.3	11.3	
Actuated g/C Ratio	0.08	0.08	
v/c Ratio	0.59	0.59	
Control Delay	81.2	80.6	
Queue Delay	0.0	0.0	
Total Delay	81.2	80.6	
LOS	F	F	
Approach Delay	74.2		
Approach LOS	E		
Queue Length 50th (ft)	67	67	
Queue Length 95th (ft)	120	120	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	223	225	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.32	0.32	
Intersection Summary			

Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

FB B MIT Saturday Evening
 05/28/2024








Intersection Capacity Utilization 67.8% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Hofstra Blvd/Oak St & Hempstead Tpke

 Ø1	 Ø2 (R)	 Ø3	 Ø4	 Ø7
20 s	64 s	14 s	28 s	14 s
 Ø5 (R)				
84 s				








Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd

FB B MIT Saturday Evening
05/28/2024

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1035	0	91	932	622	0	449
Future Volume (vph)	1035	0	91	932	622	0	449
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		400		0	0
Storage Lanes		2		1		0	2
Taper Length (ft)				100		0	
Lane Util. Factor	0.86	1.00	0.91	0.97	0.91	1.00	0.88
Fr							0.850
Flt Protected				0.950			
Satd. Flow (prot)	6408	1863	0	3433	5136	0	2842
Flt Permitted				0.950			
Satd. Flow (perm)	6408	1863	0	3433	5136	0	2842
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)							825
Link Speed (mph)	30				50	30	
Link Distance (ft)	753				646	343	
Travel Time (s)	17.1				8.8	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%	0%
Adj. Flow (vph)	1125	0	99	1013	676	0	488
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1125	0	0	1112	676	0	488
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	R NA
Median Width(ft)	30				40	4	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15		15	9
Number of Detectors	2	1	1	1	2		1
Detector Template	Thru	Right	Left	Left	Thru		Right
Leading Detector (ft)	100	20	20	20	100		20
Trailing Detector (ft)	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0		0
Detector 1 Size(ft)	6	20	20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)	94				94		
Detector 2 Size(ft)	6				6		
Detector 2 Type	Cl+Ex				Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0		
Turn Type	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	6	6	5	5	2		4

Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd

FB B MIT Saturday Evening
05/28/2024

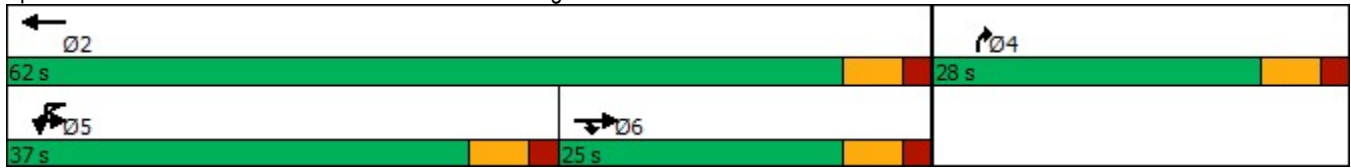
							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Permitted Phases							
Detector Phase	6	6	5	5	2		4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5	11.0	11.0	22.5		28.0
Total Split (s)	25.0	25.0	37.0	37.0	62.0		28.0
Total Split (%)	27.8%	27.8%	41.1%	41.1%	68.9%		31.1%
Maximum Green (s)	19.0	19.0	31.0	31.0	56.0		22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	Min		None
Walk Time (s)							7.0
Flash Dont Walk (s)							15.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	18.6			28.9	53.6		5.5
Actuated g/C Ratio	0.26			0.41	0.75		0.08
v/c Ratio	0.67			0.80	0.17		0.50
Control Delay	26.1			23.6	2.6		1.8
Queue Delay	0.0			0.0	0.0		0.0
Total Delay	26.1			23.6	2.6		1.8
LOS	C			C	A		A
Approach Delay	26.1				15.6	1.8	
Approach LOS	C				B	A	
Queue Length 50th (ft)	133			214	22		0
Queue Length 95th (ft)	168			289	31		0
Internal Link Dist (ft)	673				566	263	
Turn Bay Length (ft)				400			
Base Capacity (vph)	1715			1499	4053		1450
Starvation Cap Reductn	0			0	0		0
Spillback Cap Reductn	0			0	0		0
Storage Cap Reductn	0			0	0		0
Reduced v/c Ratio	0.66			0.74	0.17		0.34

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 71.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 17.1
 Intersection Capacity Utilization 74.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 360: Sands Ave & Charles Lindbergh Blvd





N-4 2030 Build with Mitigation

N-4.6 Weekday PM peak hour – Holiday

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**















Lanes, Volumes, Timings
29: Merrick Ave/Post Ave & Old Country Rd

FB B MIT Weekday Holiday PM Peak
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	1314	114	521	786	43	132	631	1145	129	589	173
Future Volume (vph)	131	1314	114	521	786	43	132	631	1145	129	589	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00			1.00	0.99	0.98	1.00		0.98
Frt		0.988			0.992			0.929	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5063	0	3400	3511	0	1787	3091	1427	1787	3471	1568
Flt Permitted	0.950			0.950			0.267			0.100		
Satd. Flow (perm)	1805	5063	0	3398	3511	0	501	3091	1404	188	3471	1537
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			158	71			
Link Speed (mph)		40			40			40				30
Link Distance (ft)		671			516			310				394
Travel Time (s)		11.4			8.8			5.3				9.0
Confl. Peds. (#/hr)			2	2			7		5	5		7
Confl. Bikes (#/hr)			3						1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	2%	3%	2%	2%	1%	3%	3%	1%	4%	3%
Adj. Flow (vph)	134	1341	116	532	802	44	135	644	1168	132	601	177
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	134	1457	0	532	846	0	135	1228	584	132	601	177
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		40	40	20	40	40	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lanes, Volumes, Timings
29: Merrick Ave/Post Ave & Old Country Rd

FB B MIT Weekday Holiday PM Peak
05/28/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		2			2						0	
Act Effct Green (s)	14.8	41.9		22.9	50.1		50.6	39.5	62.5	51.7	40.1	54.9
Actuated g/C Ratio	0.11	0.30		0.16	0.36		0.36	0.28	0.45	0.37	0.29	0.39
v/c Ratio	0.71	0.96		0.96	0.67		0.48	1.25	0.87	0.65	0.60	0.29
Control Delay	79.6	63.6		86.4	41.5		33.2	155.5	43.6	45.6	47.0	27.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.6	63.6		86.4	41.5		33.2	155.5	43.6	45.6	47.0	27.0
LOS	E	E		F	D		C	F	D	D	D	C
Approach Delay		65.0			58.8			113.4			42.9	
Approach LOS		E			E			F			D	
Queue Length 50th (ft)	120	473		250	335		79	~723	439	77	253	103
Queue Length 95th (ft)	185	#567		#362	437		128	#891	#769	140	328	154
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	296	1555		558	1258		320	986	670	232	994	697
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.94		0.95	0.67		0.42	1.25	0.87	0.57	0.60	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 99 (71%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.25

Lanes, Volumes, Timings
 29: Merrick Ave/Post Ave & Old Country Rd

FB B MIT Weekday Holiday PM Peak

05/28/2024

Intersection Signal Delay: 76.3

Intersection LOS: E

Intersection Capacity Utilization 99.8%

ICU Level of Service F

Analysis Period (min) 15









~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 29: Merrick Ave/Post Ave & Old Country Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
29 s	49 s	20 s	42 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
29 s	49 s	20 s	42 s

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB B MIT Weekday Holiday PM Peak

05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	236	1373	14	440	1063	65	3	431	253	65	524
Future Volume (vph)	4	236	1373	14	440	1063	65	3	431	253	65	524
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		135		0	300		0	0		0	0	
Storage Lanes		1		0	1		0	0		0	0	
Taper Length (ft)		40			40			0				0
Lane Util. Factor	0.91	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00	1.00		1.00	1.00			0.99			1.00
Frt			0.999			0.991			0.945			0.963
Flt Protected		0.950			0.950							0.996
Satd. Flow (prot)	0	1805	5127	0	3467	3529	0	0	3276	0	0	3325
Flt Permitted		0.950			0.950				0.950			0.668
Satd. Flow (perm)	0	1804	5127	0	3463	3529	0	0	3112	0	0	2230
Right Turn on Red				No			No			No		
Satd. Flow (RTOR)												
Link Speed (mph)			30			30			20			20
Link Distance (ft)			529			566			958			393
Travel Time (s)			12.0			12.9			32.7			13.4
Confl. Peds. (#/hr)		1		2	2		1	2		2	2	
Confl. Bikes (#/hr)										3		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	6%	1%	1%	6%	0%	5%	1%	5%	5%
Adj. Flow (vph)	4	238	1387	14	444	1074	66	3	435	256	66	529
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	242	1401	0	444	1140	0	0	694	0	0	789
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			80			40			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			52			16			28			36
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2		1	2		1	2		1	2
Detector Template	Left		Thru			Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	56	100		30	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	30	6		30	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		36	94			94			94			94
Detector 2 Size(ft)		20	6			6			6			6
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
 33: Clinton Rd & Stewart Ave

Lane Group	SBR	Ø3
Lane Configurations		
Traffic Volume (vph)	192	
Future Volume (vph)	192	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	2	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.99	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	194	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB B MIT Weekday Holiday PM Peak
05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0	0.0			0.0			0.0			0.0
Turn Type	Prot	Prot	NA		Prot	NA		Perm	NA		Perm	NA
Protected Phases	5	5	2		1	6			4			4
Permitted Phases								4			4	
Detector Phase	5	5	2		1	6		4	4		4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0
Minimum Split (s)	10.0	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9
Total Split (s)	27.0	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0
Total Split (%)	15.3%	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%
Maximum Green (s)	22.0	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		5.0	6.0		8.0	6.0			13.9			13.9
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0
Recall Mode	None	None	None		None	None		None	None		None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.1	50.3		22.1	53.4			46.4			46.4
Actuated g/C Ratio		0.14	0.33		0.14	0.35			0.30			0.30
v/c Ratio		0.93	0.83		0.88	0.92			0.73			1.16
Control Delay		103.2	52.6		83.2	60.5			54.0			135.2
Queue Delay		0.0	0.0		0.0	0.0			0.0			0.0
Total Delay		103.2	52.6		83.2	60.5			54.0			135.2
LOS		F	D		F	E			D			F
Approach Delay			60.1			66.9			54.0			135.2
Approach LOS			E			E			D			F
Queue Length 50th (ft)		229	441		214	535			306			~453
Queue Length 95th (ft)		#511	#706		#408	#931			498			#778
Internal Link Dist (ft)			449			486			878			313
Turn Bay Length (ft)		135			300							
Base Capacity (vph)		261	1690		503	1234			946			678
Starvation Cap Reductn		0	0		0	0			0			0
Spillback Cap Reductn		0	0		0	0			0			0
Storage Cap Reductn		0	0		0	0			0			0
Reduced v/c Ratio		0.93	0.83		0.88	0.92			0.73			1.16

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 152.6
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 74.1
 Intersection LOS: E

Lane Group	SBR	Ø3
Detector 2 Extend (s)		
Turn Type		
Protected Phases		3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		33.0
Total Split (s)		30.0
Total Split (%)		17%
Maximum Green (s)		25.0
Yellow Time (s)		3.0
All-Red Time (s)		2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		1.0
Recall Mode		None
Walk Time (s)		10.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		3
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Lanes, Volumes, Timings
 33: Clinton Rd & Stewart Ave

Intersection Capacity Utilization 119.8%

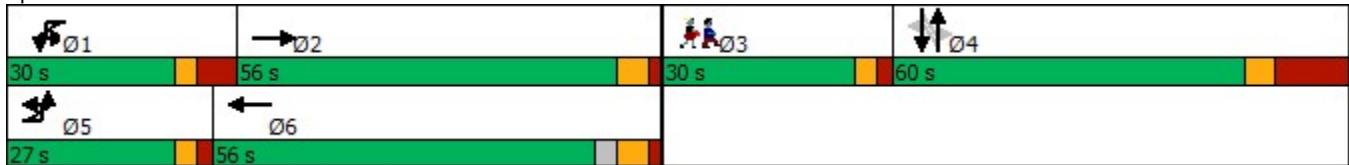
ICU Level of Service H

Analysis Period (min) 15

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

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

Splits and Phases: 33: Clinton Rd & Stewart Ave





N-4 2030 Build with Mitigation



















N-4.7 Saturday Midday peak hour - Holiday

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB B MIT Saturday Holiday Midday Peak
05/28/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1119	17	355	950	73	15	405	457	87	384	148
Future Volume (vph)	187	1119	17	355	950	73	15	405	457	87	384	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor											1.00	
Frt		0.998			0.989			0.922			0.964	
Flt Protected	0.950			0.950				0.999			0.993	
Satd. Flow (prot)	1805	5123	0	3433	3553	0	0	3248	0	0	3315	0
Flt Permitted	0.950			0.950				0.929			0.597	
Satd. Flow (perm)	1805	5123	0	3433	3553	0	0	3021	0	0	1993	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	4%	2%	0%	7%	0%	4%	1%	5%	4%	3%
Adj. Flow (vph)	191	1142	17	362	969	74	15	413	466	89	392	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	191	1159	0	362	1043	0	0	894	0	0	632	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	

Lane Group Ø3

Lane Configurations
Traffic Volume (vph)
Future Volume (vph)
Ideal Flow (vphpl)
Storage Length (ft)
Storage Lanes
Taper Length (ft)
Lane Util. Factor
Ped Bike Factor
Frt
Flt Protected
Satd. Flow (prot)
Flt Permitted
Satd. Flow (perm)
Right Turn on Red
Satd. Flow (RTOR)
Link Speed (mph)
Link Distance (ft)
Travel Time (s)
Confl. Bikes (#/hr)
Peak Hour Factor
Heavy Vehicles (%)
Adj. Flow (vph)
Shared Lane Traffic (%)
Lane Group Flow (vph)
Enter Blocked Intersection
Lane Alignment
Median Width(ft)
Link Offset(ft)
Crosswalk Width(ft)
Two way Left Turn Lane
Headway Factor
Turning Speed (mph)
Number of Detectors
Detector Template
Leading Detector (ft)
Trailing Detector (ft)
Detector 1 Position(ft)
Detector 1 Size(ft)
Detector 1 Type
Detector 1 Channel
Detector 1 Extend (s)
Detector 1 Queue (s)
Detector 1 Delay (s)
Detector 2 Position(ft)
Detector 2 Size(ft)
Detector 2 Type
Detector 2 Channel
Detector 2 Extend (s)

Lanes, Volumes, Timings
33: Clinton Rd & Stewart Ave

FB B MIT Saturday Holiday Midday Peak
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	19.0	37.0		21.0	39.0		54.0	54.0		54.0	54.0	
Total Split (%)	13.1%	25.5%		14.5%	26.9%		37.2%	37.2%		37.2%	37.2%	
Maximum Green (s)	14.0	31.0		13.0	33.0		40.1	40.1		40.1	40.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	14.0	31.0		13.0	33.0			40.1			40.1	
Actuated g/C Ratio	0.12	0.28		0.12	0.29			0.36			0.36	
v/c Ratio	0.85	0.82		0.91	1.00			0.83			0.89	
Control Delay	79.8	43.5		76.7	67.1			40.6			49.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	79.8	43.5		76.7	67.1			40.6			49.9	
LOS	E	D		E	E			D			D	
Approach Delay		48.6			69.6			40.6			49.9	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	136	285		134	394			305			222	
Queue Length 95th (ft)	#263	342		#221	#542			391			#333	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	225	1417		398	1046			1081			713	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.85	0.82		0.91	1.00			0.83			0.89	

Intersection Summary







Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 112
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 54.0
 Intersection Capacity Utilization 115.5%
 Intersection LOS: D
 ICU Level of Service H

Lane Group	Ø3
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	33.0
Total Split (%)	23%
Maximum Green (s)	28.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Analysis Period (min) 15

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

Splits and Phases: 33: Clinton Rd & Stewart Ave

 Ø1	 Ø2	 Ø3	 Ø4
21 s	37 s	33 s	54 s
 Ø5	 Ø6		
19 s	39 s		

Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

FB B MIT Saturday Holiday Midday Peak
05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	36	1827	619	13	444	2036	102	449	52	702	203
Future Volume (vph)	3	36	1827	619	13	444	2036	102	449	52	702	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00		0.98		1.00	1.00			0.99	0.98	1.00
Frt				0.850			0.993			0.886	0.850	
Flt Protected		0.950				0.950			0.950	0.995		0.950
Satd. Flow (prot)	0	1685	4964	1605	0	3385	6150	0	3113	1418	1534	1754
Flt Permitted		0.950				0.950			0.950	0.995		0.950
Satd. Flow (perm)	0	1684	4964	1578	0	3384	6150	0	3113	1418	1511	1749
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				268			7			95	60	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		2		3		3		2			5	5
Confl. Bikes (#/hr)				4								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	4%	0%	0%	2%	0%	2%	0%	0%	1%
Adj. Flow (vph)	3	38	1923	652	14	467	2143	107	473	55	739	214
Shared Lane Traffic (%)									10%		44%	34%
Lane Group Flow (vph)	0	41	1923	652	0	481	2250	0	426	427	414	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		













Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

FB B MIT Saturday Holiday Midday Peak
05/28/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (vph)	68	68
Future Volume (vph)	68	68
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.975	
Satd. Flow (prot)	1693	1615
Flt Permitted	0.975	
Satd. Flow (perm)	1690	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	72	72
Shared Lane Traffic (%)		
Lane Group Flow (vph)	145	72
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

FB B MIT Saturday Holiday Midday Peak
05/28/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	15.0	15.0	62.0	50.0	28.0	28.0	75.0		50.0	50.0		25.0
Total Split (%)	9.1%	9.1%	37.6%	30.3%	17.0%	17.0%	45.5%		30.3%	30.3%		15.2%
Maximum Green (s)	9.0	9.0	56.0	44.0	22.0	22.0	69.0		44.0	44.0		19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	2			3		2	2		
Act Effct Green (s)		8.2	56.0	101.2		22.0	69.8		45.2	45.2	73.2	17.8
Actuated g/C Ratio		0.05	0.34	0.61		0.13	0.42		0.27	0.27	0.44	0.11
v/c Ratio		0.49	1.14	0.60		1.07	0.86		0.50	0.93	0.59	0.75
Control Delay		95.7	119.8	8.0		126.6	47.7		53.1	73.6	33.5	94.8
Queue Delay		0.0	0.1	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		95.7	119.9	8.0		126.6	47.7		53.1	73.6	33.5	94.8
LOS		F	F	A		F	D		D	E	C	F
Approach Delay			91.6				61.6			53.6		
Approach LOS			F				E			D		
Queue Length 50th (ft)		44	~885	107		~294	643		216	434	306	156
Queue Length 95th (ft)		89	#976	163		#414	690		278	#697	432	#254
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		91	1684	1079		451	2603		853	457	703	201
Starvation Cap Reductn		0	68	6		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	0		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.45	1.19	0.61		1.07	0.86		0.50	0.93	0.59	0.70

Intersection Summary

Area Type: Other
 Cycle Length: 165
 Actuated Cycle Length: 165
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
53: Roosevelt Field Mall & Old Country Rd

FB B MIT Saturday Holiday Midday Peak
05/28/2024

Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	25.0	
Total Split (%)	15.2%	
Maximum Green (s)	19.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	17.8	26.0
Actuated g/C Ratio	0.11	0.16
v/c Ratio	0.80	0.28
Control Delay	100.8	34.2
Queue Delay	0.0	0.0
Total Delay	100.8	34.2
LOS	F	C
Approach Delay	85.0	
Approach LOS	F	
Queue Length 50th (ft)	162	39
Queue Length 95th (ft)	#274	69
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	194	274
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.75	0.26
Intersection Summary		

Lanes, Volumes, Timings
 53: Roosevelt Field Mall & Old Country Rd

FB B MIT Saturday Holiday Midday Peak
 05/28/2024

Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 72.6
 Intersection Capacity Utilization 106.2%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service G















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

Splits and Phases: 53: Roosevelt Field Mall & Old Country Rd



Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr

FB B MIT Saturday Holiday Midday Peak
05/28/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	300	335	240	1020	922	260
Future Volume (vph)	300	335	240	1020	922	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.967	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1787	3505	3361	0
Flt Permitted	0.950		0.153			
Satd. Flow (perm)	3351	1599	288	3505	3361	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		56			60	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	3%	4%	2%
Adj. Flow (vph)	313	349	250	1063	960	271
Shared Lane Traffic (%)						
Lane Group Flow (vph)	313	349	250	1063	1231	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr

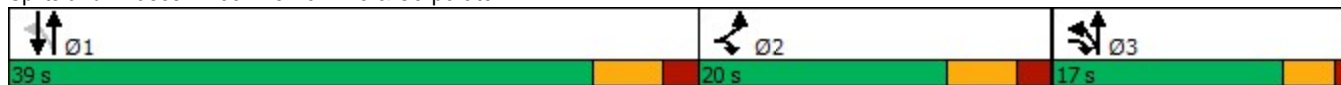
FB B MIT Saturday Holiday Midday Peak
05/28/2024

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	20.0		17.0		39.0	
Total Split (%)	26.3%		22.4%		51.3%	
Maximum Green (s)	14.0		13.0		33.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	12.2	29.0	40.9	43.0	26.1	
Actuated g/C Ratio	0.18	0.43	0.61	0.64	0.39	
v/c Ratio	0.52	0.48	0.54	0.48	0.92	
Control Delay	29.5	15.3	13.7	7.2	30.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.5	15.3	13.7	7.2	30.7	
LOS	C	B	B	A	C	
Approach Delay	22.0			8.4	30.7	
Approach LOS	C			A	C	
Queue Length 50th (ft)	62	86	36	111	248	
Queue Length 95th (ft)	107	175	106	149	334	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	711	715	472	2575	1712	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.44	0.49	0.53	0.41	0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 67.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 19.8
 Intersection Capacity Utilization 69.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 55: Merrick Ave & Corporate Dr





N-5 2032 Build Sensitivity Analysis

N-5.1 Weekday AM peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	25	2	1606	339	452	2275	167	323	8	133	47	54
Future Volume (vph)	25	2	1606	339	452	2275	167	323	8	133	47	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	12	13	13	12	12	10	10
Storage Length (ft)		275		225	500		275	475		0	250	
Storage Lanes		2		1	2		1	1		1	1	
Taper Length (ft)		75			195			80			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00
Ped Bike Factor		1.00		0.99	1.00		0.99					
Frt				0.850			0.850		0.866	0.850		0.995
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3385	4988	1503	3224	5036	1652	3382	1496	1461	3268	1731
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3384	4988	1485	3223	5036	1631	3382	1496	1461	3268	1731
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				225			225					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			308
Travel Time (s)			5.6			9.0			11.0			7.0
Confl. Peds. (#/hr)		4		2	2		4					
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	11%	5%	3%	1%	7%	0%	5%	0%	2%
Adj. Flow (vph)	29	2	1867	394	526	2645	194	376	9	155	55	63
Shared Lane Traffic (%)										48%		
Lane Group Flow (vph)	0	31	1867	394	526	2645	194	376	83	81	55	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			36			36			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			50			16			56			30
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.00	0.96	0.96	1.00	1.00	1.09	1.09
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2	1	2	2	1	2	2	2	2	2
Detector Template	Left			Right			Right					
Leading Detector (ft)	20	50	156	6	50	156	6	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	6	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150		30	150		30	30	30	30	30
Detector 2 Size(ft)		20	6		20	6		20	20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.86
Heavy Vehicles (%)	0%
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	Free	Split	NA	pt+ov	Split	NA
Protected Phases	5	5	2		1	6		3	3	3 1	4	4
Permitted Phases				Free			Free					
Detector Phase	5	5	2		1	6		3	3	3 1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	17.0		15.0	15.0		15.0	15.0
Total Split (s)	12.0	12.0	45.0		49.0	82.0		35.0	35.0		31.0	31.0
Total Split (%)	7.5%	7.5%	28.1%		30.6%	51.3%		21.9%	21.9%		19.4%	19.4%
Maximum Green (s)	6.0	6.0	38.0		43.0	75.0		27.0	27.0		23.0	23.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
Walk Time (s)			7.0			7.0					7.0	7.0
Flash Dont Walk (s)			30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)			0			0					1	1
Act Effct Green (s)		5.8	64.8	160.0	30.7	91.9	160.0	22.7	22.7	59.4	12.8	12.8
Actuated g/C Ratio		0.04	0.40	1.00	0.19	0.57	1.00	0.14	0.14	0.37	0.08	0.08
v/c Ratio		0.25	0.92	0.27	0.85	0.91	0.12	0.78	0.39	0.15	0.21	0.47
Control Delay		51.3	27.4	0.3	75.8	37.6	0.1	78.1	67.1	32.1	68.4	79.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		51.3	27.4	0.3	75.8	37.6	0.1	78.1	67.1	32.1	68.4	79.6
LOS		D	C	A	E	D	A	E	E	C	E	E
Approach Delay			23.1			41.4			69.5			74.5
Approach LOS			C			D			E			E
Queue Length 50th (ft)		15	353	0	277	899	0	198	84	58	28	67
Queue Length 95th (ft)		m22	#958	0	311	#1142	0	237	134	87	46	107
Internal Link Dist (ft)			333			577			566			228
Turn Bay Length (ft)		275		225	500		275	475			250	
Base Capacity (vph)		126	2020	1485	866	2891	1631	570	252	632	469	248
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.25	0.92	0.27	0.61	0.91	0.12	0.66	0.33	0.13	0.12	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 37.8

Intersection LOS: D

Intersection Capacity Utilization 81.5%

ICU Level of Service D

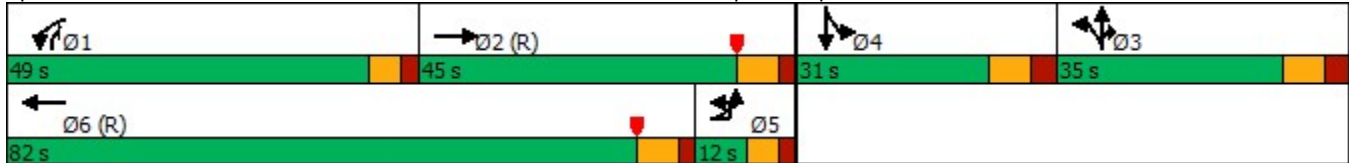
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	549	1195	54	26	204	1388	462	93	503	115	394
Future Volume (vph)	1	549	1195	54	26	204	1388	462	93	503	115	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	500
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.97
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	1.00		
Frt				0.850				0.850		0.972		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3143	4848	1322	0	3411	4893	1561	1542	3140	0	3105
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	4848	1300	0	3406	4893	1542	1534	3140	0	3105
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								265				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		1		4		4		1	7			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	7%	14%	0%	3%	6%	0%	3%	7%	7%	9%
Adj. Flow (vph)	1	572	1245	56	27	213	1446	481	97	524	120	410
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	573	1245	56	0	240	1446	481	87	654	0	410
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	253	177
Future Volume (vph)	253	177
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		500
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.977	0.850
Flt Protected		
Satd. Flow (prot)	2970	1257
Flt Permitted		
Satd. Flow (perm)	2970	1257
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	9%	13%
Adj. Flow (vph)	264	184
Shared Lane Traffic (%)		26%
Lane Group Flow (vph)	312	136
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		4	4		3
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		4	4		3
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	44.0	44.0	12.0	12.0	44.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	48.0	48.0	37.0	37.0	53.0		41.0	41.0		34.0
Total Split (%)	20.0%	20.0%	30.0%	30.0%	23.1%	23.1%	33.1%		25.6%	25.6%		21.3%
Maximum Green (s)	25.0	25.0	41.0	41.0	30.0	30.0	46.0		33.0	33.0		26.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			2	2			0					0
Act Effct Green (s)		25.8	41.8	41.8		30.0	46.0	160.0	33.0	33.0		25.2
Actuated g/C Ratio		0.16	0.26	0.26		0.19	0.29	1.00	0.21	0.21		0.16
v/c Ratio		1.13	0.98	0.17		0.38	1.03	0.31	0.27	1.01		0.84
Control Delay		120.0	55.0	22.7		36.0	63.3	0.4	56.2	99.8		81.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		120.0	55.0	22.7		36.0	63.3	0.4	56.2	99.8		81.0
LOS		F	E	C		D	E	A	E	F		F
Approach Delay			73.9				46.3			94.7		
Approach LOS			E				D			F		
Queue Length 50th (ft)		~369	~489	40		102	~590	0	84	~386		216
Queue Length 95th (ft)		#479	#576	m36		134	#676	0	146	#530		#284
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			500
Base Capacity (vph)		506	1265	339		639	1406	1542	318	647		504
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		1.13	0.98	0.17		0.38	1.03	0.31	0.27	1.01		0.81

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 139 (87%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	3	3
Permitted Phases		
Detector Phase	3	3
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	34.0	34.0
Total Split (%)	21.3%	21.3%
Maximum Green (s)	26.0	26.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	25.2	25.2
Actuated g/C Ratio	0.16	0.16
v/c Ratio	0.67	0.69
Control Delay	70.9	81.9
Queue Delay	0.0	0.0
Total Delay	70.9	81.9
LOS	E	F
Approach Delay	77.5	
Approach LOS	E	
Queue Length 50th (ft)	170	149
Queue Length 95th (ft)	229	237
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		500
Base Capacity (vph)	482	204
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.65	0.67
Intersection Summary		

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 66.6

Intersection LOS: E

Intersection Capacity Utilization 102.2%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

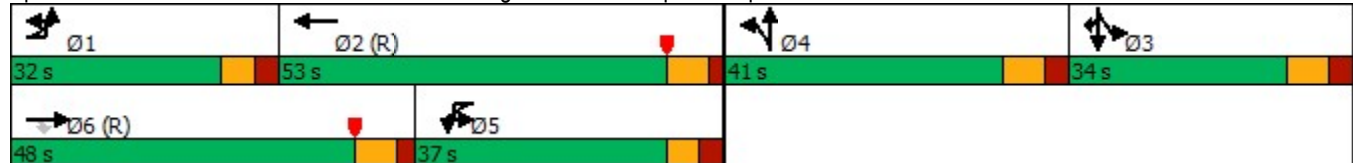
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













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

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	13	0	18	144	1	127	62	1381	71	3	114	661
Future Volume (vph)	13	0	18	144	1	127	62	1381	71	3	114	661
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	115		285		110	
Storage Lanes	0		0	1		0	1		1		1	
Taper Length (ft)	0			0			70				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Ped Bike Factor		0.99			0.99		0.99		0.98		1.00	1.00
Frt		0.922			0.851				0.850			0.984
Flt Protected		0.979		0.950			0.950				0.950	
Satd. Flow (prot)	0	1501	0	1805	1507	0	1805	5036	1615	0	1805	4705
Flt Permitted		0.867		0.736			0.342				0.133	
Satd. Flow (perm)	0	1330	0	1398	1507	0	646	5036	1590	0	253	4705
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		82			135				82			19
Link Speed (mph)		30			30			35				35
Link Distance (ft)		391			221			1000				393
Travel Time (s)		8.9			5.0			19.5				7.7
Confl. Peds. (#/hr)							10		3		3	
Confl. Bikes (#/hr)			5			1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	23%	0%	0%	6%	0%	3%	0%	0%	0%	9%
Adj. Flow (vph)	14	0	19	153	1	135	66	1469	76	3	121	703
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	153	136	0	66	1469	76	0	124	788
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			30				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		32			32			32				45
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1		1	1		1	2	1	1	1	2
Detector Template	Left							Thru	Right	Left		Thru
Leading Detector (ft)	20	30		30	30		30	100	20	20	30	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		30	6	20	20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	80
Future Volume (vph)	80
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	10
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	0%
Adj. Flow (vph)	85
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2		2	6	6	
Detector Phase	4	4		8	8		5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	20.0	20.0	3.0	3.0	20.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	26.0	26.0	9.0	9.0	26.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	46.0	46.0	22.0	22.0	46.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	38.3%	38.3%	18.3%	18.3%	38.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	40.0	40.0	16.0	16.0	40.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2	0.2	3.0	3.0	0.2
Recall Mode	None	None		None	None		None	Min	Min	None	None	Min
Walk Time (s)				7.0	7.0			7.0	7.0			7.0
Flash Dont Walk (s)				38.0	38.0			26.0	26.0			26.0
Pedestrian Calls (#/hr)				1	1			0	0			0
Act Effct Green (s)		17.2		17.2	17.2		33.6	26.1	26.1		36.8	30.1
Actuated g/C Ratio		0.24		0.24	0.24		0.47	0.37	0.37		0.52	0.42
v/c Ratio		0.09		0.45	0.29		0.15	0.80	0.12		0.40	0.39
Control Delay		0.5		27.5	6.2		10.5	25.6	5.4		13.5	17.2
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay		0.5		27.5	6.2		10.5	25.6	5.4		13.5	17.2
LOS		A		C	A		B	C	A		B	B
Approach Delay		0.5			17.5			24.0				16.7
Approach LOS		A			B			C				B
Queue Length 50th (ft)		0		50	0		9	175	0		18	76
Queue Length 95th (ft)		0		131	41		48	434	29		81	195
Internal Link Dist (ft)		311			141			920				313
Turn Bay Length (ft)							115		285		110	
Base Capacity (vph)		955		978	1095		650	3066	1000		523	2902
Starvation Cap Reductn		0		0	0		0	0	0		0	0
Spillback Cap Reductn		0		0	0		0	0	0		0	0
Storage Cap Reductn		0		0	0		0	0	0		0	0
Reduced v/c Ratio		0.03		0.16	0.12		0.10	0.48	0.08		0.24	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 71.2
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 20.7
 Intersection LOS: C



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary






















Intersection Capacity Utilization 62.9%

ICU Level of Service B













Analysis Period (min) 15

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	469	6	318	18	0	128	0	1520	4	46	21	523
Future Volume (vph)	469	6	318	18	0	128	0	1520	4	46	21	523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	3		1	1		1	0		0		2	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.94	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	1.00	1.00	0.95
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850						
Flt Protected	0.950			0.950						0.950	0.950	
Satd. Flow (prot)	4802	1900	1524	1805	0	2707	0	6285	0	1805	1805	3343
Flt Permitted	0.950			0.950						0.139	0.139	
Satd. Flow (perm)	4802	1900	1505	1800	0	2707	0	6285	0	264	264	3343
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			346			205		1				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			459			581				1039
Travel Time (s)		15.0			10.4			11.3				20.2
Confl. Peds. (#/hr)			1	1			9					
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	6%	0%	0%	5%	0%	4%	0%	0%	0%	8%
Adj. Flow (vph)	510	7	346	20	0	139	0	1652	4	50	23	568
Shared Lane Traffic (%)												
Lane Group Flow (vph)	510	7	346	20	0	139	0	1656	0	50	23	568
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		36			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	9
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	Split	NA	Free	Prot		Prot		NA		pm+pt	pm+pt	NA
Protected Phases	4	4		3		3		2		1	1	6
Permitted Phases			Free							6	6	
Detector Phase	4	4		3		3		2		1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	14.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	30.0	30.0		14.0		14.0		28.0		8.0	8.0	36.0
Total Split (%)	37.5%	37.5%		17.5%		17.5%		35.0%		10.0%	10.0%	45.0%
Maximum Green (s)	24.0	24.0		8.0		8.0		22.0		2.0	2.0	30.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead		Lead		Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)								6.0				6.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								0				0
Act Effct Green (s)	13.8	13.8	63.8	8.3		8.3		22.8		28.1	28.1	27.1
Actuated g/C Ratio	0.22	0.22	1.00	0.13		0.13		0.36		0.44	0.44	0.42
v/c Ratio	0.49	0.02	0.23	0.09		0.26		0.74		0.30	0.14	0.40
Control Delay	24.9	21.8	0.4	30.1		3.0		22.9		22.9	17.2	15.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Total Delay	24.9	21.8	0.4	30.1		3.0		22.9		22.9	17.2	15.0
LOS	C	C	A	C		A		C		C	B	B
Approach Delay		15.0			6.4			22.9				15.7
Approach LOS		B			A			C				B
Queue Length 50th (ft)	70	2	0	8		0		188		12	5	83
Queue Length 95th (ft)	99	12	0	28		10		#279		34	19	137
Internal Link Dist (ft)		908			379			501				959
Turn Bay Length (ft)			700			200				140	140	
Base Capacity (vph)	1875	742	1505	235		530		2250		166	166	1632
Starvation Cap Reductn	0	0	0	0		0		0		0	0	0
Spillback Cap Reductn	0	0	0	0		0		0		0	0	0
Storage Cap Reductn	0	0	0	0		0		0		0	0	0
Reduced v/c Ratio	0.27	0.01	0.23	0.09		0.26		0.74		0.30	0.14	0.35

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 63.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 18.7

Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 61.0%

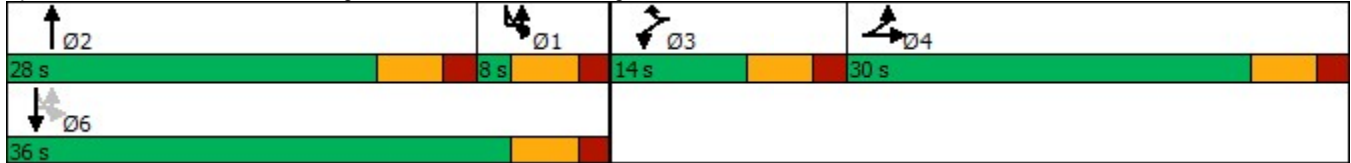
ICU Level of Service B





















Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.













Queue shown is maximum after two cycles.

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	478	879	1766	21	663	785	696	500	216
Future Volume (vph)	0	0	0	478	879	1766	21	663	785	696	500	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		385		0		230	0	
Storage Lanes	0		0	1		1		2		1	1	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.97	1.00	0.88	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt						0.850				0.850		0.985
Flt Protected				0.950	0.997			0.950			0.950	
Satd. Flow (prot)	0	0	0	1564	3375	1599	0	3340	1881	2842	1805	3456
Flt Permitted				0.950	0.997			0.950			0.308	
Satd. Flow (perm)	0	0	0	1564	3375	1599	0	3326	1881	2842	585	3456
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						160						14
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			756				1039			371
Travel Time (s)		10.1			11.5				20.2			8.4
Confl. Peds. (#/hr)								6				
Confl. Bikes (#/hr)			4									
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	5%	2%	1%	0%	5%	1%	0%	0%	3%
Adj. Flow (vph)	0	0	0	613	1127	2264	27	850	1006	892	641	277
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	0	0	0	552	1188	2264	0	877	1006	892	641	308
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			24				36			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2	0	0	1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66	0	0	30
Trailing Detector (ft)				0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)				0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)				30	30	30	20	45	30	0	0	30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	24
Future Volume (vph)	24
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	
Peak Hour Factor	0.78
Heavy Vehicles (%)	0%
Adj. Flow (vph)	31
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA
Protected Phases				3	8		5	5	2			6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		6	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		10.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	17.0		17.0	17.0
Total Split (s)				40.0	40.0	40.0	15.0	15.0	35.0		20.0	20.0
Total Split (%)				53.3%	53.3%	53.3%	20.0%	20.0%	46.7%		26.7%	26.7%
Maximum Green (s)				33.0	33.0	33.0	8.0	8.0	28.0		13.0	13.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		5.0	5.0
Recall Mode				None	None	None	None	None	None		None	None
Walk Time (s)					7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)					25.0	25.0			14.0		14.0	14.0
Pedestrian Calls (#/hr)					2	2			0		0	0
Act Effct Green (s)				33.0	33.0	33.0		8.0	28.0	75.0	13.0	13.0
Actuated g/C Ratio				0.44	0.44	0.44		0.11	0.37	1.00	0.17	0.17
v/c Ratio				0.80	0.80	2.85		2.46	1.43	0.31	6.35	0.50
Control Delay				29.3	23.3	853.9		687.0	227.1	0.3	2435.6	30.1
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay				29.3	23.3	853.9		687.0	227.1	0.3	2435.6	30.1
LOS				C	C	F		F	F	A	F	C
Approach Delay					493.8				299.5			1654.9
Approach LOS					F				F			F
Queue Length 50th (ft)				234	252	~1836		~355	~646	0	~561	65
Queue Length 95th (ft)				297	267	#1760		#391	#706	0	#646	87
Internal Link Dist (ft)		586			676				959			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				688	1485	793		356	702	2842	101	610
Starvation Cap Reductn				0	0	0		0	0	0	0	0
Spillback Cap Reductn				0	0	0		0	0	0	0	0
Storage Cap Reductn				0	0	0		0	0	0	0	0
Reduced v/c Ratio				0.80	0.80	2.85		2.46	1.43	0.31	6.35	0.50

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 6.35
 Intersection Signal Delay: 566.6

Intersection LOS: F



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 162.3%

ICU Level of Service H

Analysis Period (min) 15

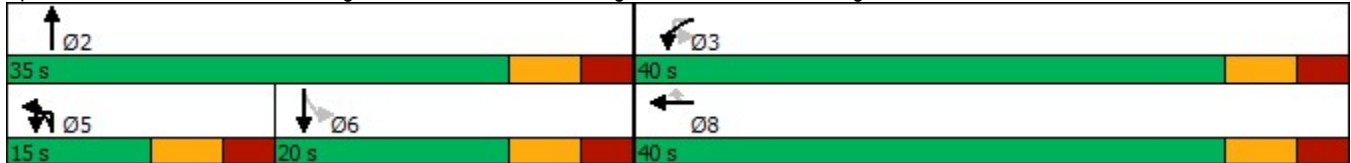
~ Volume exceeds capacity, queue is theoretically infinite.










Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.










Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd /Charles Lindbergh Blvd












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1304	26	0	3379	0	62
Future Volume (vph)	1304	26	0	3379	0	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt	0.997					0.865
Flt Protected						
Satd. Flow (prot)	6098	0	0	6408	0	1611
Flt Permitted						
Satd. Flow (perm)	6098	0	0	6408	0	1611
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	256	
Travel Time (s)	9.8			1.9	5.8	
Confl. Peds. (#/hr)		2	2			
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	7%	0%	0%	2%	0%	2%
Adj. Flow (vph)	1786	36	0	4629	0	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1822	0	0	4629	0	85
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 52.3% ICU Level of Service A
 Analysis Period (min) 15












										
Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Lane Configurations										
Traffic Volume (veh/h)	1304	26	0	3379	0	62				
Future Volume (Veh/h)	1304	26	0	3379	0	62				
Sign Control	Free			Free	Yield					
Grade	0%			0%	0%					
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73				
Hourly flow rate (vph)	1786	36	0	4629	0	85				
Pedestrians					2					
Lane Width (ft)					12.0					
Walking Speed (ft/s)					3.5					
Percent Blockage					0					
Right turn flare (veh)										
Median type	Raised			Raised						
Median storage veh	1			1						
Upstream signal (ft)	646									
pX, platoon unblocked			0.87			0.87	0.87			
vC, conflicting volume			1788			2963	466			
vC1, stage 1 conf vol					1806					
vC2, stage 2 conf vol					1157					
vCu, unblocked vol			1177			2523	0			
tC, single (s)			4.1			6.8	6.9			
tC, 2 stage (s)					5.8					
tF (s)			2.2			3.5	3.3			
p0 queue free %			100			100	91			
cM capacity (veh/h)			524			119	945			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	
Volume Total	510	510	510	291	1157	1157	1157	1157	85	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	36	0	0	0	0	85	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	945	
Volume to Capacity	0.30	0.30	0.30	0.17	0.68	0.68	0.68	0.68	0.09	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	7	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.2	
Lane LOS									A	
Approach Delay (s)	0.0				0.0				9.2	
Approach LOS									A	
Intersection Summary										
Average Delay			0.1							
Intersection Capacity Utilization			52.3%	ICU Level of Service				A		
Analysis Period (min)			15							







						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1366	3290	443	0	90
Future Volume (vph)	0	1366	3290	443	0	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	0.86	1.00	1.00
Frt			0.982			0.865
Flt Protected						
Satd. Flow (prot)	0	6166	6253	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	6166	6253	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	0%	6%	3%	0%	0%	0%
Adj. Flow (vph)	0	1871	4507	607	0	123
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1871	5114	0	0	123
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 67.3% ICU Level of Service C
 Analysis Period (min) 15

									
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations									
Traffic Volume (veh/h)	0	1366	3290	443	0	90			
Future Volume (Veh/h)	0	1366	3290	443	0	90			
Sign Control		Free	Free		Yield				
Grade		0%	0%		0%				
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73			
Hourly flow rate (vph)	0	1871	4507	607	0	123			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type		Raised	Raised						
Median storage (veh)		1	1						
Upstream signal (ft)		770							
pX, platoon unblocked					0.89				
vC, conflicting volume	4507				5278	1430			
vC1, stage 1 conf vol					4810				
vC2, stage 2 conf vol					468				
vCu, unblocked vol	4507				5186	1430			
tC, single (s)	4.1				6.8	6.9			
tC, 2 stage (s)					5.8				
tF (s)	2.2				3.5	3.3			
p0 queue free %	100				100	3			
cM capacity (veh/h)	28				2	126			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	468	468	468	468	1288	1288	1288	1251	123
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	607	123
cSH	1700	1700	1700	1700	1700	1700	1700	1700	126
Volume to Capacity	0.28	0.28	0.28	0.28	0.76	0.76	0.76	0.74	0.97
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	165
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	139.6
Lane LOS									F
Approach Delay (s)	0.0				0.0				139.6
Approach LOS									F
Intersection Summary									
Average Delay			2.4						
Intersection Capacity Utilization			67.3%	ICU Level of Service	C				
Analysis Period (min)			15						

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	292	0	412	658	321	369
Future Volume (vph)	292	0	412	658	321	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3213	0	1787	3252	2959	1468
Flt Permitted	0.950		0.536			
Satd. Flow (perm)	3213	0	1008	3252	2959	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						415
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	9%	0%	1%	11%	22%	10%
Adj. Flow (vph)	328	0	463	739	361	415
Shared Lane Traffic (%)						
Lane Group Flow (vph)	328	0	463	739	361	415
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	11.2		35.8	35.8	20.3	20.3
Actuated g/C Ratio	0.19		0.60	0.60	0.34	0.34
v/c Ratio	0.54		0.63	0.38	0.36	0.54
Control Delay	25.8		14.0	6.8	17.4	5.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	25.8		14.0	6.8	17.4	5.3
LOS	C		B	A	B	A
Approach Delay	25.8			9.6	10.9	
Approach LOS	C			A	B	
Queue Length 50th (ft)	52		74	59	46	0
Queue Length 95th (ft)	99		148	104	102	58
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1375		968	2394	1013	775
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.24		0.48	0.31	0.36	0.54

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 59.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 12.3
 Intersection LOS: B

Intersection Capacity Utilization 63.1%
Analysis Period (min) 15































ICU Level of Service B

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave















Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

FB B weekday AM peak hour - Sensitivity
05/28/2024

													
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations		  				  		 	 		 	 	
Traffic Volume (vph)	123	1222	348	1	99	1953	395	588	641	61	54	209	
Future Volume (vph)	123	1222	348	1	99	1953	395	588	641	61	54	209	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0		475		155	350		0	380		
Storage Lanes	1		1		1		1	2		0	2		
Taper Length (ft)	0				55			80			100		
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95	
Ped Bike Factor	1.00				1.00	1.00			1.00		1.00		
Frt			0.850			0.975			0.987				
Flt Protected	0.950				0.950			0.950			0.950		
Satd. Flow (prot)	1641	4988	1599	0	1613	6139	0	3400	3261	0	3127	3034	
Flt Permitted	0.950				0.950			0.950			0.950		
Satd. Flow (perm)	1641	4988	1599	0	1612	6139	0	3400	3261	0	3118	3034	
Right Turn on Red			No				No			No			
Satd. Flow (RTOR)													
Link Speed (mph)		50				40			40			40	
Link Distance (ft)		219				1187			1245			909	
Travel Time (s)		3.0				20.2			21.2			15.5	
Confl. Peds. (#/hr)	3		3		3		3			5	5		
Confl. Bikes (#/hr)							1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	10%	4%	1%	0%	12%	3%	6%	3%	9%	10%	12%	19%	
Adj. Flow (vph)	127	1260	359	1	102	2013	407	606	661	63	56	215	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	127	1260	359	0	103	2420	0	606	724	0	56	215	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left	
Median Width(ft)		12				12			24			24	
Link Offset(ft)		0				3			0			0	
Crosswalk Width(ft)		16				16			16			16	
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	9	15		9	15		9	15		
Number of Detectors	1	2	1	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94				94			94			94	
Detector 2 Size(ft)		6				6			6			6	
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel													

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	111
Future Volume (vph)	111
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1417
Flt Permitted	
Satd. Flow (perm)	1417
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	14%
Adj. Flow (vph)	114
Shared Lane Traffic (%)	
Lane Group Flow (vph)	114
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	34.0	65.0		34.0	34.0	65.0		39.0	42.0		39.0	42.0
Total Split (%)	18.9%	36.1%		18.9%	18.9%	36.1%		21.7%	23.3%		21.7%	23.3%
Maximum Green (s)	26.7	58.0		26.7	26.7	58.0		32.0	34.0		32.0	34.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				2			1			1
Act Effct Green (s)	19.2	71.4	110.4		16.8	69.0		32.0	57.3		7.6	30.5
Actuated g/C Ratio	0.11	0.40	0.61		0.09	0.38		0.18	0.32		0.04	0.17
v/c Ratio	0.73	0.64	0.37		0.69	1.03		1.00	0.70		0.42	0.42
Control Delay	100.1	46.4	19.5		104.3	78.8		109.4	58.9		93.2	69.5
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	100.1	46.4	19.5		104.3	78.8		109.4	58.9		93.2	69.5
LOS	F	D	B		F	E		F	E		F	E
Approach Delay		44.8				79.8			81.9			66.0
Approach LOS		D				E			F			E
Queue Length 50th (ft)	148	431	199		113	~748		~376	411		34	123
Queue Length 95th (ft)	219	540	318		175	#1061		#511	480		60	164
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	243	1979	980		239	2354		604	1037		555	573
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.52	0.64	0.37		0.43	1.03		1.00	0.70		0.10	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 106 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	57.0
Actuated g/C Ratio	0.32
v/c Ratio	0.25
Control Delay	46.1
Queue Delay	0.0
Total Delay	46.1
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	102
Queue Length 95th (ft)	147
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	485
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.24

Intersection Summary

Intersection Signal Delay: 69.2 Intersection LOS: E
 Intersection Capacity Utilization 91.8% ICU Level of Service F
 Analysis Period (min) 15

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

Splits and Phases: 12: Merrick Ave & Hempstead Tpke

 Ø1 34 s	 Ø2 (R) 65 s	 Ø3 39 s	 Ø4 42 s
 Ø5 34 s	 Ø6 (R) 65 s	 Ø7 39 s	 Ø8 42 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	455	78	104	941	117	35	55	54	281	414	1311
Future Volume (vph)	221	455	78	104	941	117	35	55	54	281	414	1311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor									0.99	1.00	1.00	
Frt		0.978			0.983				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.994	
Satd. Flow (prot)	1597	6112	0	1752	4862	0	1570	1792	1615	1480	3364	2760
Flt Permitted	0.132			0.417			0.950			0.950	0.994	
Satd. Flow (perm)	222	6112	0	769	4862	0	1570	1792	1593	1478	3363	2760
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			15				70			687
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	4%	8%	3%	2%	28%	15%	6%	0%	11%	1%	3%
Adj. Flow (vph)	233	479	82	109	991	123	37	58	57	296	436	1380
Shared Lane Traffic (%)										20%		
Lane Group Flow (vph)	233	561	0	109	1114	0	37	58	57	237	495	1380
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	83.8	69.2		60.9	52.3		11.1	11.1	18.1	30.0	30.0	61.5
Actuated g/C Ratio	0.60	0.49		0.44	0.37		0.08	0.08	0.13	0.21	0.21	0.44
v/c Ratio	0.61	0.18		0.28	0.61		0.30	0.41	0.21	0.75	0.69	0.86
Control Delay	28.2	21.3		19.3	40.2		66.1	69.4	5.4	65.6	55.2	22.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	21.3		19.3	40.2		66.1	69.4	5.4	65.6	55.2	22.7
LOS	C	C		B	D		E	E	A	E	E	C
Approach Delay		23.4			38.3			44.6			35.1	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	106	79		43	323		32	51	0	223	229	338
Queue Length 95th (ft)	224	124		89	406		69	97	15	306	271	438
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	384	3035		512	1825		336	384	371	345	784	1599
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.18		0.21	0.61		0.11	0.15	0.15	0.69	0.63	0.86

Intersection Summary






Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 34.2

Intersection LOS: C

Intersection Capacity Utilization 101.5%
 Analysis Period (min) 15

ICU Level of Service G

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave













 Ø1	 Ø2 (R)	 Ø3	 Ø4
24 s	44 s	36 s	36 s
 Ø5	 Ø6 (R)		
24 s	44 s		

Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

FB B weekday AM peak hour - Sensitivity
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	70	650	174	316	1296	125	210	291	303	1	94	313
Future Volume (vph)	70	650	174	316	1296	125	210	291	303	1	94	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0	200		0		200	
Storage Lanes	1		0	2		0	1		2		1	
Taper Length (ft)	75			75			75				75	
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	1.00	0.95	0.88	0.95	1.00	0.95
Ped Bike Factor	1.00	1.00			1.00		1.00		0.98		1.00	
Frt		0.968			0.987				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1703	4803	0	3072	5017	0	1626	3505	2515	0	1736	3374
Flt Permitted	0.950			0.950			0.303				0.558	
Satd. Flow (perm)	1702	4803	0	3072	5017	0	518	3505	2477	0	1018	3374
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		47			11				333			
Link Speed (mph)		40			40			45				30
Link Distance (ft)		670			780			367				590
Travel Time (s)		11.4			13.3			5.6				13.4
Confl. Peds. (#/hr)	2					2	2		3		3	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	3%	9%	14%	2%	1%	11%	3%	13%	0%	4%	7%
Adj. Flow (vph)	77	714	191	347	1424	137	231	320	333	1	103	344
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	905	0	347	1561	0	231	320	333	0	104	344
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		30			24			24				16
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		60			22			24				22
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left	Left	
Leading Detector (ft)	40	40		40	40		40	40	40	20	40	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		40	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA
Protected Phases	5	2		1	6		3	8	1	7	7	4
Permitted Phases							8		8	4	4	
Detector Phase	5	2		1	6		3	8	1	7	7	4









Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	57
Future Volume (vph)	57
Ideal Flow (vphpl)	1900
Storage Length (ft)	270
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1553
Flt Permitted	
Satd. Flow (perm)	1532
Right Turn on Red	Yes
Satd. Flow (RTOR)	70
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	4%
Adj. Flow (vph)	63
Shared Lane Traffic (%)	
Lane Group Flow (vph)	63
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4
Detector Phase	5

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Switch Phase												
Minimum Initial (s)	5.0	32.0		5.0	32.0		5.0	12.0	5.0	5.0	5.0	12.0
Minimum Split (s)	10.0	39.0		10.0	39.0		10.0	19.0	10.0	10.0	10.0	19.0
Total Split (s)	25.0	45.0		25.0	45.0		25.0	45.0	25.0	25.0	25.0	45.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		17.9%	32.1%	17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	20.0	38.0		20.0	38.0		20.0	38.0	20.0	20.0	20.0	38.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	3.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	3.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	7.0	5.0		5.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	4.0	3.0	3.0	3.0	4.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)								7.0				
Flash Dont Walk (s)								30.0				
Pedestrian Calls (#/hr)								0				
Act Effct Green (s)	11.7	55.0		21.7	65.0		46.3	28.0	51.7		33.9	20.6
Actuated g/C Ratio	0.08	0.39		0.16	0.46		0.33	0.20	0.37		0.24	0.15
v/c Ratio	0.54	0.47		0.73	0.67		0.72	0.46	0.29		0.34	0.69
Control Delay	74.9	32.4		65.4	32.0		49.4	51.2	2.9		35.8	64.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	74.9	32.4		65.4	32.0		49.4	51.2	2.9		35.8	64.2
LOS	E	C		E	C		D	D	A		D	E
Approach Delay		35.7			38.1			32.5				51.3
Approach LOS		D			D			C				D
Queue Length 50th (ft)	68	216		156	402		162	134	0		66	158
Queue Length 95th (ft)	120	290		203	519		227	181	29		107	205
Internal Link Dist (ft)		590			700			287				510
Turn Bay Length (ft)	180			350			200				200	
Base Capacity (vph)	243	1916		497	2335		329	951	1145		411	915
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.32	0.47		0.70	0.67		0.70	0.34	0.29		0.25	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 38.0
 Intersection Capacity Utilization 77.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave

 25 s	 45 s	 25 s	 45 s
 25 s	 45 s	 25 s	 45 s

Lane Group	SBR
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	10.0
Total Split (s)	25.0
Total Split (%)	17.9%
Maximum Green (s)	20.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	34.2
Actuated g/C Ratio	0.24
v/c Ratio	0.15
Control Delay	6.6
Queue Delay	0.0
Total Delay	6.6
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	28
Internal Link Dist (ft)	
Turn Bay Length (ft)	270
Base Capacity (vph)	517
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.12
Intersection Summary	

Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB B weekday AM peak hour - Sensitivity
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	518	169	137	1	14	32	12	144	213	4	4	113
Future Volume (vph)	518	169	137	1	14	32	12	144	213	4	4	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor			0.99	1.00				1.00				
Frt			0.850		0.895				0.997			
Flt Protected	0.950	0.971		0.950				0.950				0.950
Satd. Flow (prot)	1521	3109	1568	902	2568	0	0	1805	4976	0	0	1646
Flt Permitted	0.471	0.735						0.490				0.606
Satd. Flow (perm)	754	2353	1545	949	2568	0	0	929	4976	0	0	1050
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			141		33				2			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)			2	2				2				
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	8%	3%	100%	23%	27%	0%	0%	4%	0%	0%	10%
Adj. Flow (vph)	534	174	141	1	14	33	12	148	220	4	4	116
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	267	441	141	1	47	0	0	160	224	0	0	120
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	325	360
Future Volume (vph)	325	360
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1380
Flt Permitted		
Satd. Flow (perm)	3438	1359
Right Turn on Red		Yes
Satd. Flow (RTOR)		371
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	5%	17%
Adj. Flow (vph)	335	371
Shared Lane Traffic (%)		
Lane Group Flow (vph)	335	371
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	11.0	16.0	16.0	12.0	12.0		10.0	10.0	16.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)	24.5	23.5	23.5	6.5	6.5			24.5	16.5			22.3
Actuated g/C Ratio	0.39	0.37	0.37	0.10	0.10			0.39	0.26			0.35
v/c Ratio	0.52	0.41	0.21	0.01	0.16			0.33	0.17			0.27
Control Delay	18.6	15.7	3.9	32.0	17.7			14.5	21.9			14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	18.6	15.7	3.9	32.0	17.7			14.5	21.9			14.1
LOS	B	B	A	C	B			B	C			B
Approach Delay		14.7			18.0				18.8			
Approach LOS		B			B				B			
Queue Length 50th (ft)	76	62	0	0	2			38	26			28
Queue Length 95th (ft)	167	117	32	5	19			83	52			65
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	569	2105	1276	391	1080			627	3419			609
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.47	0.21	0.11	0.00	0.04			0.26	0.07			0.20

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 62.9
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 15.1
 Intersection LOS: B

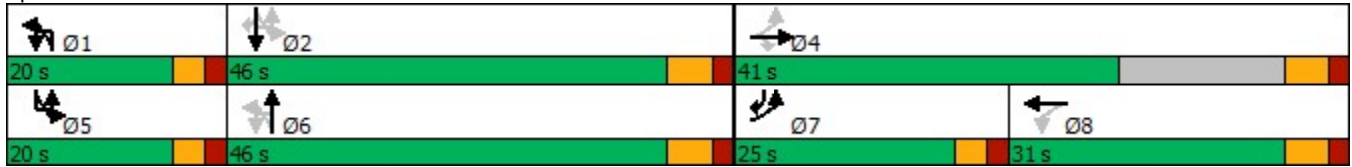
	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	6.0
Minimum Split (s)	16.0	11.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	13.3	32.2
Actuated g/C Ratio	0.21	0.51
v/c Ratio	0.46	0.42
Control Delay	25.7	2.7
Queue Delay	0.0	0.0
Total Delay	25.7	2.7
LOS	C	A
Approach Delay	13.7	
Approach LOS	B	
Queue Length 50th (ft)	62	0
Queue Length 95th (ft)	113	36
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	2362	929
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.40

Intersection Summary

Intersection Capacity Utilization 53.7%
 Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave





N-5 2032 Build Sensitivity Analysis

N-5.2 Weekday PM peak hour

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment N – Capacity Analysis Worksheets – Full Build**



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	19	10	2180	397	368	1885	255	258	7	566	182	19
Future Volume (vph)	19	10	2180	397	368	1885	255	258	7	566	182	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	12	13	13	12	12	10	10
Storage Length (ft)		275		225	500		275	475		0	250	
Storage Lanes		2		1	2		1	1		1	1	
Taper Length (ft)		75			195			80			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00
Ped Bike Factor		1.00		0.99	1.00		0.99	1.00				0.99
Fr _t				0.850			0.850		0.853	0.850		0.950
Fl _t Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3385	5085	1605	3319	5085	1669	3479	1540	1534	2918	1675
Fl _t Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3384	5085	1582	3317	5085	1647	3476	1540	1534	2918	1675
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				225			225					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			308
Travel Time (s)			5.6			9.0			11.0			7.0
Confl. Peds. (#/hr)		3		7	7		3	1				
Confl. Bikes (#/hr)							2					
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	4%	2%	2%	0%	4%	0%	0%	12%	0%
Adj. Flow (vph)	20	11	2319	422	391	2005	271	274	7	602	194	20
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	31	2319	422	391	2005	271	274	308	301	194	30
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			36			36			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			50			16			56			30
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.00	0.96	0.96	1.00	1.00	1.09	1.09
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2	1	2	2	1	2	2	2	2	2
Detector Template	Left			Right			Right					
Leading Detector (ft)	20	50	156	6	50	156	6	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	6	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150		30	150		30	30	30	30	30
Detector 2 Size(ft)		20	6		20	6		20	20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	9
Future Volume (vph)	9
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	0%
Adj. Flow (vph)	10
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	Free	Split	NA	pt+ov	Split	NA
Protected Phases	5	5	2		1	6		3	3	13	4	4
Permitted Phases				Free			Free					
Detector Phase	5	5	2		1	6		3	3	13	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	16.0	16.0	44.0		16.0	44.0		51.0	51.0		15.0	15.0
Total Split (s)	16.0	16.0	68.0		23.0	75.0		51.0	51.0		18.0	18.0
Total Split (%)	10.0%	10.0%	42.5%		14.4%	46.9%		31.9%	31.9%		11.3%	11.3%
Maximum Green (s)	10.0	10.0	61.0		17.0	68.0		43.0	43.0		10.0	10.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
Walk Time (s)			7.0			7.0		7.0	7.0			
Flash Dont Walk (s)			30.0			30.0		36.0	36.0			
Pedestrian Calls (#/hr)			0			0		1	1			
Act Effct Green (s)		10.0	61.6	160.0	22.4	77.2	160.0	37.0	37.0	67.4	10.0	10.0
Actuated g/C Ratio		0.06	0.38	1.00	0.14	0.48	1.00	0.23	0.23	0.42	0.06	0.06
v/c Ratio		0.15	1.18	0.27	0.84	0.82	0.16	0.34	0.87	0.47	1.07	0.29
Control Delay		47.0	110.7	0.2	82.6	40.6	0.2	51.5	82.2	36.2	153.1	79.1
Queue Delay		0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		47.0	110.8	0.2	82.6	40.6	0.2	51.5	82.2	36.2	153.1	79.1
LOS		D	F	A	F	D	A	D	F	D	F	E
Approach Delay			93.2			42.6			57.0			143.2
Approach LOS			F			D			E			F
Queue Length 50th (ft)		15	~1060	0	210	688	0	122	324	235	~114	31
Queue Length 95th (ft)		m18	#1149	m0	#351	795	0	160	440	331	#203	69
Internal Link Dist (ft)			333			577			566			228
Turn Bay Length (ft)		275		225	500		275	475			250	
Base Capacity (vph)		211	1958	1582	464	2454	1647	934	413	642	182	104
Starvation Cap Reductn		0	72	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.15	1.23	0.27	0.84	0.82	0.16	0.29	0.75	0.47	1.07	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated



Lane Group	SBR
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Maximum v/c Ratio: 1.18

Intersection Signal Delay: 69.4

Intersection LOS: E

Intersection Capacity Utilization 94.7%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

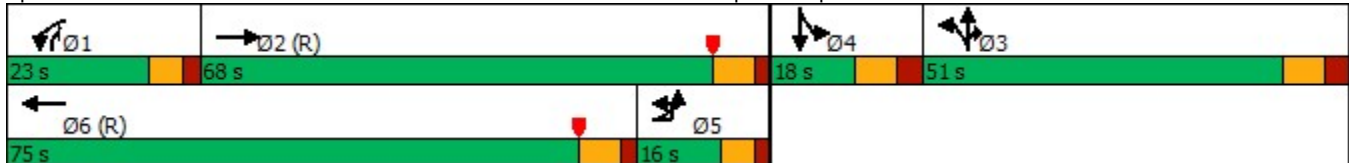
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	261	1342	92	106	281	1389	238	116	269	140	974
Future Volume (vph)	3	261	1342	92	106	281	1389	238	116	269	140	974
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	500
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.97
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	0.99		1.00
Frt				0.850				0.850		0.950		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3144	5085	1463	0	3458	5085	1531	1527	3167	0	3351
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	5085	1435	0	3452	5085	1510	1516	3167	0	3349
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								232				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		5		5		4	14		1	1
Confl. Bikes (#/hr)				1				2			2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	2%	3%	2%	1%	2%	2%	4%	2%	5%	1%
Adj. Flow (vph)	3	275	1413	97	112	296	1462	251	122	283	147	1025
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	278	1413	97	0	408	1462	251	110	442	0	1025
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	395	358
Future Volume (vph)	395	358
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		500
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	0.99	
Frt	0.964	0.850
Flt Protected		
Satd. Flow (prot)	3145	1407
Flt Permitted		
Satd. Flow (perm)	3145	1407
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	416	377
Shared Lane Traffic (%)		35%
Lane Group Flow (vph)	548	245
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		4	4		3
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		4	4		3
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	20.0	20.0	50.0	50.0	28.0	28.0	58.0		31.0	31.0		51.0
Total Split (%)	12.5%	12.5%	31.3%	31.3%	17.5%	17.5%	36.3%		19.4%	19.4%		31.9%
Maximum Green (s)	13.0	13.0	43.0	43.0	21.0	21.0	51.0		23.0	23.0		43.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		7.0
Flash Dont Walk (s)			30.0	30.0			30.0		36.0	36.0		36.0
Pedestrian Calls (#/hr)			5	5			0		1	1		1
Act Effct Green (s)		13.0	43.0	43.0		21.0	51.0	160.0	23.0	23.0		43.0
Actuated g/C Ratio		0.08	0.27	0.27		0.13	0.32	1.00	0.14	0.14		0.27
v/c Ratio		1.09	1.03	0.25		0.90	0.90	0.17	0.50	0.97		1.14
Control Delay		124.5	72.8	28.9		64.8	35.2	0.2	72.0	102.7		127.3
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		124.5	72.8	28.9		64.8	35.2	0.2	72.0	102.7		127.3
LOS		F	E	C		E	D	A	E	F		F
Approach Delay			78.4				36.7			96.6		
Approach LOS			E				D			F		
Queue Length 50th (ft)		~169	~578	88		207	413	0	118	256		~642
Queue Length 95th (ft)		#261	#680	m120		#309	506	0	195	#378		#779
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			500
Base Capacity (vph)		255	1366	385		453	1620	1510	219	455		900
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		1.09	1.03	0.25		0.90	0.90	0.17	0.50	0.97		1.14

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 146 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	3	3
Permitted Phases		
Detector Phase	3	3
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	51.0	51.0
Total Split (%)	31.9%	31.9%
Maximum Green (s)	43.0	43.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	43.0	43.0
Actuated g/C Ratio	0.27	0.27
v/c Ratio	0.65	0.65
Control Delay	56.0	61.0
Queue Delay	0.0	0.0
Total Delay	56.0	61.0
LOS	E	E
Approach Delay	96.9	
Approach LOS	F	
Queue Length 50th (ft)	280	251
Queue Length 95th (ft)	352	364
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		500
Base Capacity (vph)	845	378
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.65	0.65
Intersection Summary		

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 71.3

Intersection LOS: E

Intersection Capacity Utilization 108.7%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

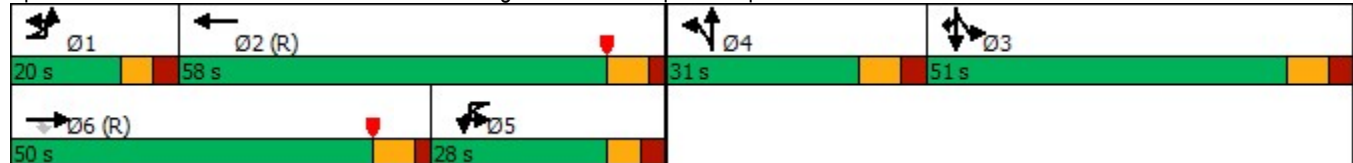
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













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

Splits and Phases: 5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	83	0	66	315	0	269	2	61	694	11	4	66
Future Volume (vph)	83	0	66	315	0	269	2	61	694	11	4	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		115		285		110
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				70				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		0.99			0.99					0.98		1.00
Frt		0.940			0.850					0.850		
Flt Protected		0.973		0.950				0.950				0.950
Satd. Flow (prot)	0	1712	0	1805	1562	0	0	1771	4988	1615	0	1805
Flt Permitted		0.561		0.652				0.105				0.291
Satd. Flow (perm)	0	987	0	1239	1562	0	0	196	4988	1589	0	552
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			310					82		
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)	1						1		15		4	4
Confl. Bikes (#/hr)			3				1					
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	0%	2%	4%	0%	0%	0%
Adj. Flow (vph)	97	0	77	366	0	313	2	71	807	13	5	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	0	366	313	0	0	73	807	13	0	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				32			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		20	30	6	20	20	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)									94			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	1346	103
Future Volume (vph)	1346	103
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.989	
Flt Protected		
Satd. Flow (prot)	5065	0
Flt Permitted		
Satd. Flow (perm)	5065	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	11	
Link Speed (mph)	35	
Link Distance (ft)	974	
Travel Time (s)	19.0	
Confl. Peds. (#/hr)		15
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	1565	120
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1685	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)									0.0			
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	20.0	20.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	26.0	26.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0			6.0	6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				1	1				0	0		
Act Effct Green (s)		34.5		34.5	34.5			44.7	38.0	38.0		43.7
Actuated g/C Ratio		0.36		0.36	0.36			0.47	0.40	0.40		0.46
v/c Ratio		0.43		0.82	0.41			0.31	0.41	0.02		0.23
Control Delay		17.0		45.7	4.5			17.6	23.8	0.1		15.7
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		17.0		45.7	4.5			17.6	23.8	0.1		15.7
LOS		B		D	A			B	C	A		B
Approach Delay		17.0			26.7				23.0			
Approach LOS		B			C				C			
Queue Length 50th (ft)		43		218	1			23	138	0		25
Queue Length 95th (ft)		98		330	47			51	196	0		56
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115		285		110
Base Capacity (vph)		545		633	950			379	2241	759		501
Starvation Cap Reductn		0		0	0			0	0	0		0
Spillback Cap Reductn		0		0	0			0	0	0		0
Storage Cap Reductn		0		0	0			0	0	0		0
Reduced v/c Ratio		0.32		0.58	0.33			0.19	0.36	0.02		0.16

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 95.9
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 28.5
 Intersection LOS: C

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	37.5	
Actuated g/C Ratio	0.39	
v/c Ratio	0.85	
Control Delay	34.0	
Queue Delay	0.0	
Total Delay	34.0	
LOS	C	
Approach Delay	33.1	
Approach LOS	C	
Queue Length 50th (ft)	364	
Queue Length 95th (ft)	#486	
Internal Link Dist (ft)	894	
Turn Bay Length (ft)		
Base Capacity (vph)	2259	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.75	

Intersection Summary

Intersection Capacity Utilization 78.6%

ICU Level of Service D






















Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	952	15	556	51	0	303	0	1038	12	128	53	913
Future Volume (vph)	952	15	556	51	0	303	0	1038	12	128	53	913
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	3		1	1		1	0		0		2	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.94	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	1.00	1.00	0.95
Ped Bike Factor								1.00			1.00	
Fr t			0.850			0.850		0.998				
Flt Protected	0.950			0.950						0.950	0.950	
Satd. Flow (prot)	5090	1900	1583	1805	0	2842	0	6396	0	1805	1583	3574
Flt Permitted	0.950			0.950						0.154	0.154	
Satd. Flow (perm)	5090	1900	1583	1805	0	2842	0	6396	0	293	257	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			533			193		2				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			462			974				1039
Travel Time (s)		15.0			10.5			19.0				20.2
Confl. Peds. (#/hr)							7		1		1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	2%	2%	0%	0%	14%	1%
Adj. Flow (vph)	1190	19	695	64	0	379	0	1298	15	160	66	1141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1190	19	695	64	0	379	0	1313	0	160	66	1141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		36			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)								0.0				0.0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	7
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	Split	NA	Free	Prot		Prot		NA		pm+pt	pm+pt	NA
Protected Phases	4	4		3		3		2		1	1	6
Permitted Phases			Free							6	6	
Detector Phase	4	4		3		3		2		1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	24.0	24.0		14.0		14.0		26.0		9.0	9.0	30.0
Total Split (s)	32.0	32.0		14.0		14.0		26.0		13.0	13.0	39.0
Total Split (%)	37.6%	37.6%		16.5%		16.5%		30.6%		15.3%	15.3%	45.9%
Maximum Green (s)	26.0	26.0		8.0		8.0		20.0		7.0	7.0	33.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead		Lead		Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)	7.0	7.0						6.0				6.0
Flash Dont Walk (s)	11.0	11.0						18.0				18.0
Pedestrian Calls (#/hr)	0	0						0				0
Act Effct Green (s)	25.2	25.2	83.8	8.0		8.0		20.0		32.6	32.6	32.6
Actuated g/C Ratio	0.30	0.30	1.00	0.10		0.10		0.24		0.39	0.39	0.39
v/c Ratio	0.78	0.03	0.44	0.37		0.85		0.86		0.69	0.33	0.82
Control Delay	30.9	21.0	0.9	42.9		37.8		37.7		46.3	29.2	29.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Total Delay	30.9	21.0	0.9	42.9		37.8		37.7		46.3	29.2	29.3
LOS	C	C	A	D		D		D		D	C	C
Approach Delay		19.9			38.6			37.7				31.3
Approach LOS		B			D			D				C
Queue Length 50th (ft)	202	7	0	33		55		196		56	22	281
Queue Length 95th (ft)	215	20	0	63		#101		205		87	42	304
Internal Link Dist (ft)		908			382			894				959
Turn Bay Length (ft)			700			200				140	140	
Base Capacity (vph)	1579	590	1583	172		446		1528		242	211	1408
Starvation Cap Reductn	0	0	0	0		0		0		0	0	0
Spillback Cap Reductn	0	0	0	0		0		0		0	0	0
Storage Cap Reductn	0	0	0	0		0		0		0	0	0
Reduced v/c Ratio	0.75	0.03	0.44	0.37		0.85		0.86		0.66	0.31	0.81

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 83.8
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 29.3
 Intersection Capacity Utilization 72.6%
 Intersection LOS: C
 ICU Level of Service C

Lane Group SBR

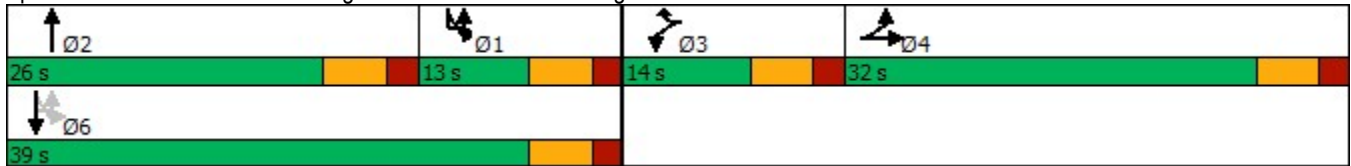
Turn Type
 Protected Phases
 Permitted Phases
 Detector Phase
 Switch Phase
 Minimum Initial (s)
 Minimum Split (s)
 Total Split (s)
 Total Split (%)
 Maximum Green (s)
 Yellow Time (s)
 All-Red Time (s)
 Lost Time Adjust (s)
 Total Lost Time (s)
 Lead/Lag
 Lead-Lag Optimize?
 Vehicle Extension (s)
 Recall Mode
 Walk Time (s)
 Flash Dont Walk (s)
 Pedestrian Calls (#/hr)
 Act Effct Green (s)
 Actuated g/C Ratio
 v/c Ratio
 Control Delay
 Queue Delay
 Total Delay
 LOS
 Approach Delay
 Approach LOS
 Queue Length 50th (ft)
 Queue Length 95th (ft)
 Internal Link Dist (ft)
 Turn Bay Length (ft)
 Base Capacity (vph)
 Starvation Cap Reductn
 Spillback Cap Reductn
 Storage Cap Reductn
 Reduced v/c Ratio

Intersection Summary

Analysis Period (min) 15













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

Splits and Phases: 7: Earle Ovington Blvd & Charles Lindbergh Blvd EB/Nassau Coliseum Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	536	479	633	11	340	272	1798	1466	327
Future Volume (vph)	0	0	0	536	479	633	11	340	272	1798	1466	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		385		0		230	0	
Storage Lanes	0		0	1		1		2		1	1	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.97	1.00	0.88	1.00	0.95
Ped Bike Factor						0.98		1.00			1.00	1.00
Fr _t						0.850				0.850		0.976
Fl _t Protected				0.950	0.985			0.950			0.950	
Satd. Flow (prot)	0	0	0	1626	3349	1615	0	3468	1900	2842	1805	3512
Fl _t Permitted				0.950	0.985			0.950			0.459	
Satd. Flow (perm)	0	0	0	1626	3349	1577	0	3456	1900	2842	870	3512
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						483						17
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			753				1039			371
Travel Time (s)		10.1			11.4				20.2			8.4
Confl. Peds. (#/hr)						1		4			2	
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	602	538	711	12	382	306	2020	1647	367
Shared Lane Traffic (%)				38%								
Lane Group Flow (vph)	0	0	0	373	767	711	0	394	306	2020	1647	437
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			24				36			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2	0	0	1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66	0	0	30
Trailing Detector (ft)				0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)				0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)				30	30	30	20	45	30	0	0	30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	62
Future Volume (vph)	62
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	4
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.89
Heavy Vehicles (%)	0%
Adj. Flow (vph)	70
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA
Protected Phases				3	8		5	5	2			6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		6	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		10.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	17.0		17.0	17.0
Total Split (s)				53.0	53.0	53.0	31.0	31.0	63.0		32.0	32.0
Total Split (%)				45.7%	45.7%	45.7%	26.7%	26.7%	54.3%		27.6%	27.6%
Maximum Green (s)				46.0	46.0	46.0	24.0	24.0	56.0		25.0	25.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Lead/Lag							Lag	Lag			Lead	Lead
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		5.0	5.0
Recall Mode				None	None	None	None	None	None		None	None
Walk Time (s)					7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)					25.0	25.0			14.0		14.0	14.0
Pedestrian Calls (#/hr)					1	1			0		0	0
Act Effct Green (s)				44.7	44.7	44.7		19.5	51.6	110.3	25.1	25.1
Actuated g/C Ratio				0.41	0.41	0.41		0.18	0.47	1.00	0.23	0.23
v/c Ratio				0.57	0.57	0.77		0.64	0.34	0.71	8.36	0.54
Control Delay				29.9	27.6	15.2		47.5	20.1	1.5	3325.6	39.7
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay				29.9	27.6	15.2		47.5	20.1	1.5	3325.6	39.7
LOS				C	C	B		D	C	A	F	D
Approach Delay					23.3				10.3			2636.6
Approach LOS					C				B			F
Queue Length 50th (ft)				219	225	136		136	137	0	~2230	141
Queue Length 95th (ft)				342	304	310		185	199	0	#2568	200
Internal Link Dist (ft)		586			673				959			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				680	1377	940		756	967	2842	197	811
Starvation Cap Reductn				0	0	0		0	0	0	0	0
Spillback Cap Reductn				0	0	0		0	0	0	0	0
Storage Cap Reductn				0	0	0		0	0	0	0	0
Reduced v/c Ratio				0.55	0.56	0.76		0.52	0.32	0.71	8.36	0.54

Intersection Summary

Area Type: Other
 Cycle Length: 116
 Actuated Cycle Length: 110.3
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 8.36
 Intersection Signal Delay: 836.3

Intersection LOS: F



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 132.5%

ICU Level of Service H










Analysis Period (min) 15

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

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










Splits and Phases: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd












						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3663	30	0	2302	0	81
Future Volume (vph)	3663	30	0	2302	0	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	0.86	1.00	1.00
Frt	0.999					0.865
Flt Protected						
Satd. Flow (prot)	6459	0	0	6471	0	1550
Flt Permitted						
Satd. Flow (perm)	6459	0	0	6471	0	1550
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	451	
Travel Time (s)	9.8			1.9	10.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	12%	2%	1%	2%	6%
Adj. Flow (vph)	4413	36	0	2773	0	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4449	0	0	2773	0	98
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 65.3% ICU Level of Service C
 Analysis Period (min) 15















									
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations									
Traffic Volume (veh/h)	3663	30	0	2302	0	81			
Future Volume (Veh/h)	3663	30	0	2302	0	81			
Sign Control	Free			Free	Yield				
Grade	0%			0%	0%				
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83			
Hourly flow rate (vph)	4413	36	0	2773	0	98			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	Raised			Raised					
Median storage veh	1			1					
Upstream signal (ft)	646								
pX, platoon unblocked				0.61	0.61	0.61			
vC, conflicting volume				4413	5124	1121			
vC1, stage 1 conf vol					4431				
vC2, stage 2 conf vol					693				
vCu, unblocked vol				3397	4564	0			
tC, single (s)				4.1	6.8	7.0			
tC, 2 stage (s)					5.8				
tF (s)				2.2	3.5	3.4			
p0 queue free %				100	100	85			
cM capacity (veh/h)				47	7	653			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	1261	1261	1261	666	693	693	693	693	98
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	36	0	0	0	0	98
cSH	1700	1700	1700	1700	1700	1700	1700	1700	653
Volume to Capacity	0.74	0.74	0.74	0.39	0.41	0.41	0.41	0.41	0.15
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	13
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.5
Lane LOS									B
Approach Delay (s)	0.0				0.0				11.5
Approach LOS									B
Intersection Summary									
Average Delay				0.2					
Intersection Capacity Utilization				65.3%	ICU Level of Service				C
Analysis Period (min)				15					







						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	3744	2073	118	0	229
Future Volume (vph)	0	3744	2073	118	0	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	0.86	1.00	1.00
Frt			0.992			0.865
Flt Protected						
Satd. Flow (prot)	0	6471	6353	0	0	1627
Flt Permitted						
Satd. Flow (perm)	0	6471	6353	0	0	1627
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	1%	2%	3%	0%	1%
Adj. Flow (vph)	0	4511	2498	142	0	276
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	4511	2640	0	0	276
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 57.6% ICU Level of Service B
 Analysis Period (min) 15

									
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		↑↑↑	↑↑↑			↗			
Traffic Volume (veh/h)	0	3744	2073	118	0	229			
Future Volume (Veh/h)	0	3744	2073	118	0	229			
Sign Control		Free	Free		Yield				
Grade		0%	0%		0%				
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83			
Hourly flow rate (vph)	0	4511	2498	142	0	276			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type		Raised	Raised						
Median storage veh		1	1						
Upstream signal (ft)		770							
pX, platoon unblocked					0.61				
vC, conflicting volume	2498				3697	696			
vC1, stage 1 conf vol					2569				
vC2, stage 2 conf vol					1128				
vCu, unblocked vol	2498				2243	696			
tC, single (s)	4.1				6.8	6.9			
tC, 2 stage (s)					5.8				
tF (s)	2.2				3.5	3.3			
p0 queue free %	100				100	29			
cM capacity (veh/h)	186				40	387			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	1128	1128	1128	1128	714	714	714	499	276
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	142	276
cSH	1700	1700	1700	1700	1700	1700	1700	1700	387
Volume to Capacity	0.66	0.66	0.66	0.66	0.42	0.42	0.42	0.29	0.71
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	135
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.4
Lane LOS									D
Approach Delay (s)	0.0				0.0				34.4
Approach LOS									D
Intersection Summary									
Average Delay			1.3						
Intersection Capacity Utilization			57.6%	ICU Level of Service	B				
Analysis Period (min)			15						

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	478	0	101	531	1006	315
Future Volume (vph)	478	0	101	531	1006	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3400	0	1752	3471	3574	1553
Flt Permitted	0.950		0.169			
Satd. Flow (perm)	3400	0	312	3471	3574	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						332
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		3				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	3%	4%	1%	4%
Adj. Flow (vph)	503	0	106	559	1059	332
Shared Lane Traffic (%)						
Lane Group Flow (vph)	503	0	106	559	1059	332
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	13.2		30.6	29.4	20.5	20.5
Actuated g/C Ratio	0.24		0.56	0.54	0.37	0.37
v/c Ratio	0.61		0.33	0.30	0.80	0.42
Control Delay	22.8		15.1	7.8	23.9	4.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	22.8		15.1	7.8	23.9	4.2
LOS	C		B	A	C	A
Approach Delay	22.8			8.9	19.2	
Approach LOS	C			A	B	
Queue Length 50th (ft)	77		15	46	165	0
Queue Length 95th (ft)	127		40	85	#333	50
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1583		693	2744	1331	787
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.32		0.15	0.20	0.80	0.42

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 54.9
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 17.2
 Intersection Capacity Utilization 62.3%
 Intersection LOS: B
 ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 11: Charles Lindbergh Blvd & Merrick Ave



Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke













FB B MIT Weekday PM peak hour - Sensitivity
05/28/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	148	1612	256	9	74	1638	138	395	384	132	303	589
Future Volume (vph)	148	1612	256	9	74	1638	138	395	384	132	303	589
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00				1.00	1.00		1.00	1.00		1.00	
Frt			0.850			0.988			0.962			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1787	5085	1615	0	1758	6324	0	3467	3288	0	3502	3539
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1787	5085	1615	0	1757	6324	0	3465	3288	0	3497	3539
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	1		2		2		1	1		2	2	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	0%	0%	3%	2%	2%	1%	6%	3%	0%	2%
Adj. Flow (vph)	156	1697	269	9	78	1724	145	416	404	139	319	620
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	1697	269	0	87	1869	0	416	543	0	319	620
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			24			24
Link Offset(ft)		0				3			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	291
Future Volume (vph)	291
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.95
Heavy Vehicles (%)	1%
Adj. Flow (vph)	306
Shared Lane Traffic (%)	
Lane Group Flow (vph)	306
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
12: Merrick Ave & Hempstead Tpke

FB B MIT Weekday PM peak hour - Sensitivity
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	34.0	60.0		34.0	34.0	60.0		34.0	42.0		34.0	42.0
Total Split (%)	20.0%	35.3%		20.0%	20.0%	35.3%		20.0%	24.7%		20.0%	24.7%
Maximum Green (s)	26.7	53.0		26.7	26.7	53.0		27.0	34.0		27.0	34.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	2.0		3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				1			1			1
Act Effct Green (s)	20.0	69.3	100.3		13.8	63.1		24.0	37.8		19.8	33.6
Actuated g/C Ratio	0.12	0.41	0.59		0.08	0.37		0.14	0.22		0.12	0.20
v/c Ratio	0.74	0.82	0.28		0.61	0.80		0.85	0.74		0.78	0.89
Control Delay	92.8	49.6	18.9		95.7	60.1		88.0	68.6		86.5	81.4
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	92.8	49.6	18.9		95.7	60.1		88.0	68.6		86.5	81.4
LOS	F	D	B		F	E		F	E		F	F
Approach Delay		48.9				61.6			77.0			74.1
Approach LOS		D				E			E			E
Queue Length 50th (ft)	171	635	149		101	500		235	292		181	350
Queue Length 95th (ft)	247	737	218		156	#551		295	376		230	#453
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	280	2074	981		276	2346		550	732		556	718
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.56	0.82	0.27		0.32	0.80		0.76	0.74		0.57	0.86

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 128 (75%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	60.9
Actuated g/C Ratio	0.36
v/c Ratio	0.53
Control Delay	46.3
Queue Delay	0.0
Total Delay	46.3
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	264
Queue Length 95th (ft)	349
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	629
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.49

Intersection Summary

Intersection Signal Delay: 62.2
 Intersection Capacity Utilization 89.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: Merrick Ave & Hempstead Tpke



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	557	1496	68	40	486	180	91	230	180	597	210	832
Future Volume (vph)	557	1496	68	40	486	180	91	230	180	597	210	832
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor		1.00		1.00			1.00		0.99	1.00	1.00	0.99
Frt		0.993			0.959				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.971	
Satd. Flow (prot)	1787	6411	0	1805	4753	0	1752	1881	1599	1626	3311	2787
Flt Permitted	0.219			0.105			0.950			0.950	0.971	
Satd. Flow (perm)	412	6411	0	199	4753	0	1750	1881	1578	1625	3309	2746
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			66				70			549
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)			1	1			2		1	1		2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	5%	0%	6%	1%	3%	1%	1%	1%	2%	2%
Adj. Flow (vph)	605	1626	74	43	528	196	99	250	196	649	228	904
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	605	1700	0	43	724	0	99	250	196	324	553	904
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			15			-15	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		30	6		6	6	6	20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		1			0		0	0		0	0	
Act Effct Green (s)	65.5	51.0		46.5	38.0		24.2	24.2	32.8	32.3	32.3	53.8
Actuated g/C Ratio	0.47	0.36		0.33	0.27		0.17	0.17	0.23	0.23	0.23	0.38
v/c Ratio	1.50	0.73		0.26	0.54		0.33	0.77	0.46	0.87	0.73	0.65
Control Delay	262.9	41.6		27.3	41.1		52.4	70.6	17.8	74.5	56.2	14.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	262.9	41.6		27.3	41.1		52.4	70.6	17.8	74.5	56.2	14.1
LOS	F	D		C	D		D	E	B	E	E	B
Approach Delay		99.7			40.3			48.3				38.1
Approach LOS		F			D			D				D
Queue Length 50th (ft)	~685	403		22	188		80	219	51	304	250	135
Queue Length 95th (ft)	#922	463		46	232		131	304	87	#525	336	226
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	404	2338		286	1338		375	403	527	377	768	1398
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.50	0.73		0.15	0.54		0.26	0.62	0.37	0.86	0.72	0.65

Intersection Summary







Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 132 (94%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.50
 Intersection Signal Delay: 65.8

Intersection LOS: E

Intersection Capacity Utilization 113.9% ICU Level of Service H
 Analysis Period (min) 15

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

Splits and Phases: 31: Endo Blvd/Mercents Concourse & Stewart Ave

 Ø1 24 s	 Ø2 (R) 44 s	 Ø3 36 s	 Ø4 36 s
 Ø5 24 s	 Ø6 (R) 44 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	91	1271	242	399	950	245	3	296	525	460	8	217
Future Volume (vph)	91	1271	242	399	950	245	3	296	525	460	8	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		0.99		1.00
Frt		0.976			0.969					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	4985	0	3367	4924	0	0	1720	3574	2760	0	1771
Flt Permitted	0.950			0.950				0.258				0.243
Satd. Flow (perm)	1804	4985	0	3364	4924	0	0	467	3574	2720	0	453
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		27			45					165		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	1		2	2		1		1		2		2
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	3%	4%	2%	1%	0%	5%	1%	3%	0%	2%
Adj. Flow (vph)	97	1352	257	424	1011	261	3	315	559	489	9	231
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	1609	0	424	1272	0	0	318	559	489	0	240
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		20	40	40	40	20	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		pm+pt	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6		3	3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		3	3	8	1	7	7

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	460	100
Future Volume (vph)	460	100
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1615
Flt Permitted		
Satd. Flow (perm)	3505	1594
Right Turn on Red		Yes
Satd. Flow (RTOR)		70
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	489	106
Shared Lane Traffic (%)		
Lane Group Flow (vph)	489	106
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	32.0		5.0	32.0		5.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		10.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		25.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		17.9%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		20.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									30.0			
Pedestrian Calls (#/hr)									1			
Act Effct Green (s)	12.8	45.7		22.6	55.4			51.6	29.9	54.4		47.8
Actuated g/C Ratio	0.09	0.33		0.16	0.40			0.37	0.21	0.39		0.34
v/c Ratio	0.59	0.98		0.78	0.64			0.91	0.73	0.42		0.74
Control Delay	74.7	63.3		66.9	36.5			63.3	57.2	18.3		43.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	74.7	63.3		66.9	36.5			63.3	57.2	18.3		43.9
LOS	E	E		E	D			E	E	B		D
Approach Delay		64.0			44.1				44.7			
Approach LOS		E			D				D			
Queue Length 50th (ft)	86	~564		190	330			214	254	109		152
Queue Length 95th (ft)	143	#732		#276	451			#311	297	148		199
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	257	1644		551	1976			350	970	1171		350
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.38	0.98		0.77	0.64			0.91	0.58	0.42		0.69

Intersection Summary

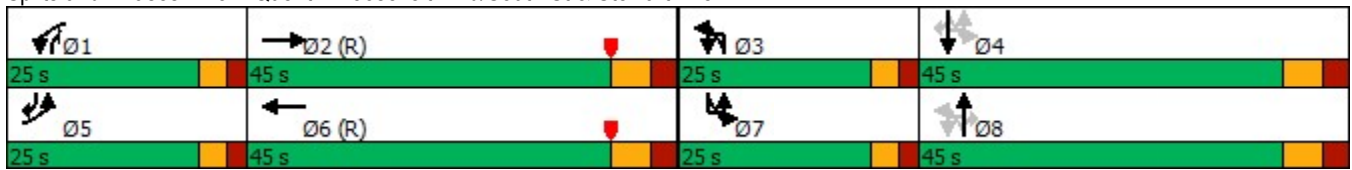
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 35 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 50.8
 Intersection Capacity Utilization 90.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

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

	↓	↙
Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	28.0	42.8
Actuated g/C Ratio	0.20	0.31
v/c Ratio	0.70	0.20
Control Delay	57.1	11.5
Queue Delay	0.0	0.0
Total Delay	57.1	11.5
LOS	E	B
Approach Delay	47.5	
Approach LOS	D	
Queue Length 50th (ft)	220	22
Queue Length 95th (ft)	260	55
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	951	617
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.51	0.17
Intersection Summary		

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

Splits and Phases: 32: Quentin Roosevelt Blvd/South St & Stewart Ave















Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB B MIT Weekday PM peak hour - Sensitivity
 05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	787	54	334	6	57	55	3	153	446	3	3	33
Future Volume (vph)	787	54	334	6	57	55	3	153	446	3	3	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor			0.99	1.00				1.00				
Frt			0.850		0.926				0.999			
Flt Protected	0.950	0.958		0.950				0.950				0.950
Satd. Flow (prot)	1579	3171	1599	1543	2943	0	0	1753	5182	0	0	1612
Flt Permitted	0.412	0.697		0.513				0.281				0.467
Satd. Flow (perm)	685	2307	1575	832	2943	0	0	518	5182	0	0	792
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			359		59				1			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)			2	2				1				
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	8%	1%	17%	19%	8%	0%	3%	0%	0%	0%	13%
Adj. Flow (vph)	846	58	359	6	61	59	3	165	480	3	3	35
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	423	481	359	6	120	0	0	168	483	0	0	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				30			
Link Offset(ft)		0			0				4			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	499	570
Future Volume (vph)	499	570
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1553
Flt Permitted		
Satd. Flow (perm)	3505	1532
Right Turn on Red		Yes
Satd. Flow (RTOR)		613
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	3%	4%
Adj. Flow (vph)	537	613
Shared Lane Traffic (%)		
Lane Group Flow (vph)	537	613
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	11.0	16.0	16.0	12.0	12.0		10.0	10.0	16.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	33.4	32.4	32.4	7.8	7.8			33.8	26.9			25.7
Actuated g/C Ratio	0.43	0.42	0.42	0.10	0.10			0.43	0.35			0.33
v/c Ratio	0.82	0.41	0.42	0.07	0.35			0.45	0.27			0.12
Control Delay	34.0	17.9	3.7	36.8	22.7			17.6	20.0			13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	34.0	17.9	3.7	36.8	22.7			17.6	20.0			13.9
LOS	C	B	A	D	C			B	C			B
Approach Delay		19.2			23.4				19.4			
Approach LOS		B			C				B			
Queue Length 50th (ft)	170	85	0	3	14			48	65			10
Queue Length 95th (ft)	#361	150	53	15	43			90	98			27
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	527	1710	1152	271	999			469	2703			503
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.80	0.28	0.31	0.02	0.12			0.36	0.18			0.08

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 77.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 18.1
 Intersection Capacity Utilization 67.8%
 Intersection LOS: B
 ICU Level of Service C

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	6.0
Minimum Split (s)	16.0	11.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	19.0	39.6
Actuated g/C Ratio	0.24	0.51
v/c Ratio	0.63	0.56
Control Delay	30.2	3.1
Queue Delay	0.0	0.0
Total Delay	30.2	3.1
LOS	C	A
Approach Delay	15.7	
Approach LOS	B	
Queue Length 50th (ft)	121	0
Queue Length 95th (ft)	186	43
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	1828	1094
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.29	0.56
Intersection Summary		

Analysis Period (min) 15

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

Splits and Phases: 35: Quentin Roosevelt Blvd & Commercial Ave

